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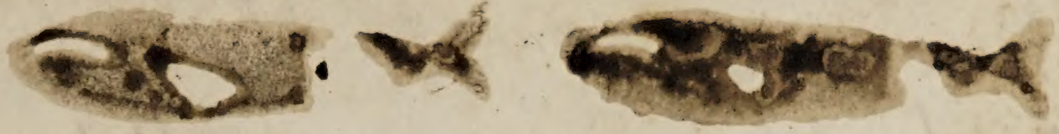


#12

George L Bowman's Journal
Kept on board Bark Albion.
Capt Albert A Thomas, Master

The latter part was written whilst
on board the Ship Europa of N.B.
John G Nye Master

Written May 29th /69. Sent from B-y of Island. St George

No 40 Written May 29th & June 1st 12 $ " " " " " " "

" 41 " May 30 & 12 $

" 42 Written June 10 & Sent July 3rd 12 $ by A Fruit Schooner bound to Auckland N.Z

" 43 Written June 27th & July 1st & 9th 12 $ Sent from Feejee Island Aug 27th /69

" 44 " July 23 & By Bark 12 $ Callao from B-y of Island June /70

" 45 " Aug 13th & Sent it from 12 $ Chatham Island Dec 10th /69

" 46 " Sept 2nd & " " " " "

" 47 " Sept 27 & Oct 3 by Bark 12 $ Callao from B-y of Island June /70

" 48 " Oct 11 & 19 " " " 6 £ " " " " "

" 49 " Nov 4th & Sent it from & £ from Chatham Island Dec 10 /69

" 50 " Nov 28 & Dec — by Bark 12 $ Callao June /70

" 51. "December 25th /69 & Jan 3rd & Feb 28 /70 Callo June /70

" 52 & 53 " March 23rd 27th 28th & April 1st April ~~Fall~~ letter " "

" 54 " May 14th I have made a mistake in one number and have two 52.

55 ~~July~~ June 1st sent by the way of San francisco of B-y of Island June /70

56 " June 7 " " " " " " " " "

57 " 14 " " " " " " " " " "

58 June 12

59 June 24 Left it at Norfolk Island N.Z. July 13th /70

60 July — & July 1st sent from Norfolk Island " " Sent it by the West at Bampton Shoal Sept 24th /70

61 July 17th 22, 24 & Aug 30 Sept. Sent it on board Bark Osmanlie by the Second Mate to be Mailed when she gets in

62 Sept 6th 14 & 26. " Mailed in Hobart Town. Nove 25th & Dec

63. October 14th " " " - - -

64 November 3rd & . . . . .

65 Nove 21st . . . . .

66 " 24th . . . . .

67 Novt 26 . . . . .

68 " Dec. 4th . . . . . December 9th /70

69 " 6th Mailed it in Hobart Town December 1 /71

70 " 9th Mailed it at the B-y of Island March 27th /71

71 " 14th

72 February 24. 25 & 28 /71 " — —

73 March 23rd /71 " " " " "

26th " " " " "

74 March 30th /71 Sent it by the Northern Light

75 April " /71 Left it with Betsy Dunkin

76 to be mailed in season for the May mail

77 Written June 3rd &

Wednesday December 25th 1867 Bark Albion
George L Bowman 3d Mate,

This morning I left my home 76 Middle St New Bedford, about 8.30 A.M. & came on board the Bark Albion of Gibraltar just as she was casting her stern fast off. as the air was very light although it was from the NE. We took the little steamer Hellen Augusta & towed down the river & before getting down to Clarks point the wind came to the southard & the Bark came to an anchor. as as I thought there was a chance for her to be there all day I went up in the tug but just as we got near the wharf we passed the pilot boat going down with the Capt & officers. & Mr A T Gifford the Agent of her after the boat landed the riggers she put me on board of the pilot boat & towed us down & then towed us as far as the Sow & Pig light boat. We made sail & stood to sea wind from the Eastward steering S by W. at 2 latter part strong, light sails all in with rain. Chose watches before dark, lashed the anchors & stowed the ~~anchors~~ chains. When the Pilot boat left I sent a letter to Celia by the Ship keeper a Mr Kelley (as to day is Sunday 29 & I have been unable to write I shall have to omit most of the courses & winds as I am unable to to recollect them all at the present time)

Thursday December 26th /67

Commenced strong from the SSW. heading to the S & E under topsails. Starboard watch having eight hours in or below called all hands about 2 A.M. & double reefed the topsails. at 4 A.M called all hands & close reefed the topsails. heading about SE. all hands on deck untill 8 to carry sail. carrying a press of canvas to avoid Nantucket shoals. middle part more moderate. made more sail. steering S by E. wind from the Westard. latter part fresh breeze Quite seasick for 4 hours to day

Friday December 27th /67

Commenced ~~strong~~ fresh steering to the S & E. Employed to day getting the boats ready. latter part strong. at 8 P.M. double reefed the topsails

39.55

68.10

Gulf Stream North Atlantic Ocean

Saturday December 28th/67

Commenced fresh heading to the S.S.E. under short sail fore part. middle & latter part all sail set steering S.S.E one sail in sight. The first one we have seen. Employed fitting boats. man aloft to day. Felt homesick for about five minuts this morning when I first got up. Latter part quite pleasant. Lat N Long West

Sunday December 29th/67

Commenced moderate & pleasant. Wind from the Nd steering S.S.E at 6 A.M made all sail. One sail in sight. middle & latter part much like the fore part Lat 36.20 N Longitude $\overset{64\ 96}{66.20}$ W

Monday December 30th/67

Commenced moderate from the N.W. steering part S.S.E. all sail set. Employed getting the boats ready. Sent the cutting pennants aloft to day at 4 P.M light sails all in. at 5 double reefed the topsails. Two sails in sight. at 9.30 P.M close reefed the topsails Wind about N. Steering E by S. no observations to day

Tuesday December 31st/67

Commenced strong from the N. steerin E by S under short sail. at 6 P.M. took in the fore topsail employed in ships duty & fitting the boats. latter part much like the fore part. heading about S. No observation

Wednesday January 1st/68

Commenced strong from the Ed heading to the S under double reefed M topsail & foresail at 11.45 A.M took in the foresail. & close reefed the foretopsail previous to that latter part strong gale heading about S.E. wind from the S.W

Thursday January 2nd

Commenced with a strong gale from the Westward lying to under a close reefed Maintopsail. at 6 A.M Kept the ship off E. with M.T. Sail set. latter part fresh breeze

36 61 88

Friday January 3rd/68

Commenced with a strong breeze from the W steering E Maintopgallantsail set. At 12 M running under close reefed topsails & foresail. at at 1.30 PM hove the ship to under a goose wing maintopsail. Latter part much like the ~~f~~ Middle part. Wind N.W. heading to the S & W

36.27 58.34

Saturday January 4th/68

Commenced with a strong gale of wind from the N W at 1 AM. sheeted home the weather clew of the Main topsail. set the foresail. & steered E. at 8 AM set the topgallantsails. middle part moderate at 8 PM commenced to take in sail. at 6 lying to ~~a~~ under a goose wing M.T. sail. foretop~~sail~~ & mainstaysail furled heading to the S Latter part more moderate

Barometer 29° 7/10 at 10 AM 29 3/10 bare poles

Sunday January ~~4~~ 5th/68

Commenced with a moderate gale from the S & W lying to under a goose wing maintopsail. at – AM. sheeted home the weather clew. at 7.30 kept the ship off steering between E & SE. at 9. blew very heavy. goose winged the M T sail. at 12 M took in the M T sail & luffed the ship to the wind. about 11.45 AM Carried the Bow & waist boat up. The ship ran before the wind beautifully. & came to the wind as dry as a person could expect. at 6 PM she is ~~lying~~ lying to under (bare poles) a M Spencer at 7 kept the ship off E by S 1/2 S. running under a double reefed fore, foresail & close reefed ~~f~~ Maintopsail, Latter part squally with rain. Barometer. at 10 PM 29 5/10 Lat 36 55

Long 55, 07

Monday January ~~5~~ 6th/68

Commenced squally. Steering E by S 1/2 S under very short sail at 10 AM heavy squalls. at 11.30 took in foretopsail at 12 took in the foresail at 12.15 PM called all hands & took in the M topsail. & luffed the ship to. latter part much the same

35 5.5

Barometer 29° 4/10 58 29

Remarks on board Bark

Barometer at 7 AM 29.$\frac{4}{10}$ at 10 AM 29.$\frac{5}{10}$ 8 9 3/4

Tuesday January $\overset{7}{6}$th/68

Commenced with a heavy gale from the Wd lying to under bare poles, heading to the S&W. at 11 PM loosed the main topsail & kept the ship of E S E latter part squally. Latitude N. Longitude W

Wednesday January $\overset{6}{7}$th/68

Commenced with a moderate gale from W N W with heavy squalls, steering E S E with a close reefed main topsail. at 10 AM set the foresail, middle part fresh breeze employed middle part braking out ship stores & water. latter part pleasant all sail set. Bar. at 11 AM 29.$\frac{6}{10}$

35.15

54.09

16
16 days from New = Bedf

Thursday January $\overset{9}{8}$th/68

Commenced moderate from the the Westward steering about E S E. employed in ship duty Put the hoops aloft to day for the men to stand in, about 4 30 PM raised a sperm Whale lowered three boats but it came on dark so soon we did not ~~seek~~ see him again at 6 shortened sail. Latter part fresh from the S W. Lat 35.12 N
Bar. at 6 PM 29.$\frac{6}{10}$ 8 1/8 Long 46.30 W

Friday January $\overset{10}{9}$th/68

Commenced strong from the W. under short sail on different tacks. Middle part steering E S E. at 3:30 PM. luft to under a close reefed maintopsail heading to the S & W ~~Middle~~. latter part strong breeze
Bar at 7 AM about 29.$\frac{2}{10}$ Latitude 35.28 N Long 47.34

Saturday January $\overset{11}{10}$th/68

Commenced strong from the Westward, fore part lying to under a close reefed Maintopsail. at 7 AM moderate breeze steering E S E. employed in ships duty, at 6 PM luft to the wind latter part light. Latitude 35.15 N
Longitude 45.56 W

Bar at 9 PM 29.$\frac{4}{10}$

Albion Capt Thomas on Atlantic Ocean

George L Bo[illegible]

Sunday January ~~11~~ 12th /68

Commenced moderate from the W S W. steering E by S
95.25
49.85
under easy sail at 6 P.M. hove to the wind with a
close reefed maintopsail (Sunday all well and happy)
at 7 A.M. latter part moderate from the S S.
Bar 30° Latitude 35:14
Longitude

Monday January ~~12~~ 13th /68

Commenced moderate lying to under a close reefed
Main topsail. at 7 kept off steering E by S [illegible]
Middle part squally with rain. employed in ship
duty. middle part broke out water. at 6 P.M. hove to
the wind. heading ~~E by S~~ under two double reefed
topsails latter part moderate. Latitude 35.00
Bar 30° at 7 P.M. 29 9/10 at 8 P.M. Longitude 44.56

Tuesday January ~~13~~ 14

Commenced moderate steering Middle part E S E
under double reefed topsails wind about N S W at
6 P.M. strong at 7 took in foretopsail & close reefed
the Main topsail at 9.30 hove the ship to under
the Mainspencer. Latter part blowing heavy Bar
=ometer fell fast during the Middle part at ~~6~~
7 A.M. 29 8/10 at 5 P.M. 29 7/10 at 7 | 29 6/10 Latitude 35.20
at 9.30 P.M. 29 4/10 8 1/3 at 12 | 29 4/10 8 1/3 Longitude 42.22

Wednesday January ~~14~~ 15th /68

Commenced with a heavy gale from the W N W
heading to the S & W under bare poles. at 3.30 A.M.
kept off steering S E by E under a close reefed M. topsail
& foresail. Latter part running under two
double reefed topsails & foresail. wind rather unsettled
Barometer at 3 P.M. 29 4/10 at 9 P.M. 29 9/10 Latitude
Longitude

Thursday January 16th

Commenced from the Westward steering E S E under
reefed topsails at 7 A.M. all sail set Middle Latter part
much like the fore part Latitude 34.36 N. Long 38.83
Barometer at 11 P.M. 30 2/10 3/10

6

Remarks on board Bark Albion

Friday January 17 16th/66
Commenced with a moderate breeze from the S
all sail set steering E S E. employed in ships duty
Middle and latter part much like the fore part
[illegible] 30.8 2/10 latter part Latitude 34,29 North
Longitude 36,02 West

Saturday January 18 17th/66
Commenced with a moderate breeze from the
S S W. steering S S E. all sail set employed breaking
out between deck & stowing it back middle & latter
part much like the fore part Latitude 34,36 N
Bar latter part 30° 1/10 [illegible] Longitude 32,45 W

Sunday January 19 18th/66
Commenced light all sail set Steering S E b E 1/2 E
wind from S S W. at 9 AM lowered three boats
for a Sulpher bottom. chased about 2 & a half hours
Latter part calm Latitude 34,30 N
Longitude 30,30

Monday January 20 19
commenced clear middle part moderate breeze from
the Sd employed breaking out for ship stores middle
& latter part much like the fore part Latitude 34,41 N
Barometer 30° 1 8/10 Longitude 29,00 W

Tuesday January 21 20th/66
commenced light steering S E. middle part moderate
at 10 AM lowered a boat & boarded an Belgian Bark
(the [illegible] on board [illegible]
[illegible]) Alliance 11 days from [illegible]
the 5 of December. Reported spoken the Bark
Stafford clean Lat 2,00 Long 25 W Middle
and latter part much like the fore part
Barometer 30.1 2/10 Latitude 34,32 N Longitude 27,50 W

Wednesday January 22 21
Commenced light from the N W all sail set
steering S E b S 1/2 S middle part latter [illegible]
steering by the wind heading to the [illegible]
from the [illegible] Latitude 34,06 [illegible]
Barometer 30. [illegible] Longitude 26,40 W

From N Bedford to Cape de Verdes

Thursday January 23rd /68
Commenced light with veribble winds on different tacks two sails in sight heading to the N&E employed in ships duty, rattling down the Fore topgallant rigging. middle part & latter part moderate Latitude 38.59 N Longitude 25.31 W

Bar at 6 PM 30 1/10 & 2/3 Friday January 24th /68
Commenced moderate from the S&E all sail set employed in ships duty on different tacks. latter part fresh on different tacks wind from the Eastward
Barometer 30 1/10 & 2/3. Wind E. [illegible] Latitude 34.20 North
Longitude West

Saturday January 25th
Commenced unsteady from the E heading to the Sd & S&E wind about E. employed middle part sitting up the jib guise. Latitude latter part strong breeze from the E.N.E. all sail set steering S by E ½ E
Barometer 31 1/10 & 2/3 Latitude 33.35 North
Longitude 28.37 West

Sunday January 26th /68
Commenced strong from the E.N.E. all sail set steering S by E ½ E at 3 PM took in all the light sail One sail in sight middle & latter part steering S by W. Latter part strong Latitude 31.08 N
Longitude 22.09 W

Monday January 27th /68
Commenced strong from the Eastward steering S by W fore part all the light sails in employed in ships duty; middle & latter part fresh breeze all sail set steering S by W ½ W Latitude 27.53 N
Barometer 29 9/10 & 2/3 Longitude 21.50 W

Tuesday January 28th /68
Commenced with a fresh breeze from the E.N.E. all sail set steering S.E. by S by W ½ W. [illegible] Mizen top mast & main top galant staysails [illegible] middle & latter part much like the fore part
Barometer 29 9/10 & 1/3 at 11 PM Lat 24.47 N
Lon 21.36 W

Remarks on board Bark Albion

Wednesday January 29th /68
Commenced with a a fresh breeze from about E.N.E. all sail set steering S.by W ½ W employed in ships duty. middle & latter part much like the fore part Latitude 20.34 N
Bar. 29 9/10 Longitude 21.54 W

Thursday January 30th /68
Commenced fresh from the N & E. all sail set steering S.S.W. fore part employed in ships duty at 11 P.M. shortened sail and hove to the wind heading to the Nord. Latitude 18.28 N
Bar. 29 6/10 at 11 P.M Longitude 22.41 W

Friday January 31st /68
Commenced fresh from E.N.E. by the wind heading to the S & E under short sail. at daylight kept the ship off S.W. by S. at 9 A.M lowered after blackfish. at 1 P.M Raised the Island of ~~St~~ Saul of the Cape de Verds latter part steering N.W ½ N. under easy sail
Latitude N
Longitude W

Sighted one of the [illegible] Verds

Saturday ~~January~~ Febuary 1st, 68
Commenced fresh running under easy sail steering N.W ½ N. at 6 P.M shortened sail at 12 hove to the wind Latitude N
Bar. 29 8/10 } Thick & hazy. Longitude W

Sunday Februar 2nd /68
By the wind heading to the N & E under short sail. at 6 A.M made sail kept off to the N & W at 10 A.M lowered after blackfish L.B. struck two & saved one. at 6 P.M shortened sail & hove to the wind heading to the N & E. Lat N
Longitude

Monday February 3rd /68
Commenced strong from the S heading to the E. at 7 A.M heavy showers of rain at [illegible] took in [illegible] sail at 12 M. fine weather wind from the [illegible] & N.E made sail at 6 P.M shortened sail heading to the N & W Lat N
Long

Bar at [illegible] 29 9/10 [illegible]

of Cape de Verd Islands.

Tuesday February 4th 68
Commenced light at daylight made sail [illegible]
to the N.W. middle part to the southward [illegible]
[illegible] cattle in sight steering to the S. Employed [illegible]
[illegible] the [illegible] out [illegible] from the [illegible]
latter part calm Latitude [illegible]
Longitude [illegible]

Wednesday February 5th 68
Commenced light & calms [illegible]
the compass employed middle part [illegible]
in the waist Middle & latter part much [illegible]
fore part

Thursday February 6th
fore part calm employed a part of the [illegible]
cleaning the decks at 6 AM gammed with the
Schooner Joseph [illegible] of Provincetown four
months out having taken a small [illegible]
the [illegible] [illegible]). latter part
light working to the windward, wind [illegible]
Latitude
Longitude

Friday February 7th
Commenced light [illegible] the wind [illegible]
ships duty setting up the [illegible] rigging [illegible]
lowered [illegible] Blackfish latter part [illegible]
Warm [illegible] for this Latitude 29 3/10 [illegible]
Lon

Saturday February 8th 68
commenced with a light breeze from the [illegible]
fore part heading to the [illegible] Employed in ship
duty washed ship inside to day latter part [illegible]

Var. at 6 AM Lat N. Long
29 3/10

Sunday February 9th
Commenced light & continued so [illegible]
S.E. wind to the N.E. [illegible]
Sighted St. [illegible] Latitude
108 1/2 Longitude

10

Remarks on board Bark Albion

Barometer | Monday February 10th 62

6 P.M. 29.9 [illegible] Commenced with a light air from the N.E. all sail set steering by the wind. about 10 miles of shore from St Nicolas on different tacks. employed rattling down & straightening the rattlings. Latter part wind from the S.S.E. heading to the E

Latitude " Longitude "

Tuesday February 11th 62

[illegible] Commenced with a light air from the S.E. at 4 A.M. light air from the N.E. heading to the S.E. employed in ships duty. saw a steamer to do steering to the N.W. at 6 P.M. hove to with the head yards aback

~~Monday February 17th~~

Sunday " 16th "

Strong breeze lying off & on at Brava [illegible] [illegible] [illegible] [illegible] Latter part light made all sail.

Note. These last few days we have been up off of St Nicholas. [illegible] a few recruits & seven men [illegible] the [illegible] & one boatsteerer from [illegible] sent two letters [illegible] to E— & one to [illegible] [illegible] Ship [illegible] in Brava [illegible] times

Monday February 17

Commenced [illegible] steering [illegible] employed in ships duty. Middle & latter part much like the fore part.

Latitude

Longitude

Tuesday February 18th 62

Commenced fresh & continued so all day. employed in ships duty. at 12 M. took a boat from [illegible] head to [illegible] for the bow crane

From Cape Verd to the line.

[illegible]

Wednesday February 19th /68

Eight weeks from Home to day.
Commenced moderate & continued [illegible] the twenty four hours. Steering S. Employed in ship duty & covering over the house. Latitude N
Longitude W

Thursday February 20th /68
Commenced moderate from the N.E. all sail set steering S. middle part rain. Latter part [illegible] Employed in ship duty

Friday February 21st /68
Commenced strong from the E.N.E. all sail set steering S. at 10 A.M. had all the light sails in under topsails & courses, at 5 P.M. set the light sails. Latter part fresh. Lat N
Long W

Lost the N.E. trades to day

Saturday February 22nd /68
Commenced fresh from the E.N.E. all sail set steering S. employed in ship duty Middle & latter part light.
Latitude N
Longitude W

Eclipse of the Sun

Sunday February 23rd /68
Commenced light & continued so. three sails in sight breeze from the S.S.E. to S.S.W. on different tacks during the day. To day there was an eclipse of the sun, it was nearly all coverd just a small rim round the outside edge. Middle & latter part much like the fore part
Lat Long W

Bar 29 2/10

Monday February 24th /68
Commenced light from the Sd. all sail set on different tacks. Employed reeving ~~the~~ new lanyards to the Main rigging Lat S

Tuesday February 25 Long

Bar 29 1/10

Commenced fresh from S.S.E. & continued until the 24 hours. all sail set heading to the [illegible] sent out a Topgallant yard [illegible] day, two sails in sight
Lat

Remarks on board Bark Albion

Nine weeks from My Beloved

Bar 29 4/10

Wednesday February 26th /68

Commenced fresh from SE by E. all sail set heading SSW. Employed in ship duty. middle & latter part much like the fore part Lat S
Longitude W

Thursday February 27th /68

Commenced moderate from the SSE all sail set heading to the SW. Latter part fresh steering by the wind. Latitude S
Bar. 29 2/10 2/3 Longitude W

Friday February 28th /68

Celia's (My Wife) Birth day, 25 years of age.

Bar 29 1/10 2/3

Note

Commenced fresh from the SSE'd, steering by the wind. heading from S by W to SW by S employed in ship duty.
at 1 P.M. opened a box My Dear Wife gave me the morning I left home, as a present on her birth day. It caused my mind to wander way back to her, To the one which has made those solemn vows. & I have faith to believe she will fulfill them. Celia you have my best wishes & hope to night you are happy in the Lord. doubtless to night you will think of me & speak about the box. We are now two months & three days from home. & oh how I long for a letter from you Celia. but it is a consolation to me to know I have written five to her, & I think she has received one of them before this. Remember Love if I never see thee again that every act of kindness thou has ever done for me I appreciate

Latitude S. Longitude

Saturday February 29th /68

Bar 29 3/10 2/3

Commenced fresh. middle & latter part moderate. Employed in ship duty wind from SE to SE by S all sail set heading [illegible]

From the line to Cape of Good hope

Bar 29.3/10 Sunday March 1st /68

Commenced moderate from the S & E veering from S E & E to S E & S heading to the S & W. all sail set. [illegible] much like the fore part Latitude S

Longitude W

Monday March 2nd /68

Bar 29.9/10 Commenced light from the S E all sail set, Mid & latter part much like the fore part. At 4 P.M. lowered the boats & practised the crew it being the first time that some of them pulled an oar. & they was bout as awkward as awkard as you generally see men & cant understand any english. Latter part moderate breeze from S S E. Latitude S

Longitude W

Tuesday March 3rd

Bar 29.?/10 Commenced moderate from the S & E all sail set. employed setting [illegible] lanyards to the fore rigging. latter part much like the fore part Latitude South

Longitude West

Wednesday March 4th /68

Ten weeks from My Love

Commenced fresh from the S & E heading

Bar 29.3/10 0 1/8 about S by W. all sail set. employed in ships duty. Latitude S

Longitude

Thursday Mar 5th /68

Bar 29.?/10 1/8 Commenced [illegible] from the S E heading to the S & W. took in [illegible] employed in ships duty. Latter part was moderate all sail set. Latitude S Longitude West

Friday Mar 6th /68

Commenced fresh, all sail set steering by the wind. at daylight raised the Island of Trinidad & the Islands to the windard Latitude S

Longitude W

Remarks on board Bark Albion

Saturday Mar 7th/68
Commenced fresh from the S.E. middle & latter part moderate at 5 P.M. tacked Ship & stood to the eastward. at 12 Mid night tacked & stood to the SoW. Latitude S
Longitude W

Sunday March 8th/68
Commenced moderate & continued so all the twenty four hours. Employed in ships duty,
Note ... very bad cold mostly in the head, Latitude S
Longitude W

Monday March 9th/68
Bar
29.4/10 & 1/8 Commenced light. Employed in taking out the main hatch drawed about 60 barrels of salt water at 7 P.M. squally. tooke in all the light & furled them. raining. at 10 P.M. all sail on the ship, I went below at 12 P.M. and went to bed feeling quite unwell had no watch at night. Thought of my Dear Celia wished it was so I never should have to leave her again in the hours of sickness it causes the thoughts to turn to bygone days, to think of the times when we pillowed our head in her lap. sometimes to receive a gentle reproof but more frequent to receive a loving kiss, those days I have not forgotten, I love often to think of them it will probably be a long time before I experience those joys again perhaps never if not may it be my portion to meet my maker in peace, I get along nicely with all on board & hope I'll continue to do so.

Tuesday March 10th/68
Bar Commenced light & continued so all these 24
29.4/10 & 2/3 hours. Heading to the S.S.E wind from the E.S. E.N.E. Employed in ships duty
Lat S Long

Eleven Weeks from My Dear Celia Wednesday March 11
29.4/10 & 1/4 Very light from the E.N.E. Employed in ships duty. at 5 P.M. lowered & practised the boat crews.

Thursday March 12th /68

Bar Commenced light. continued so all through
29.4/10 the 24 hours. steering S E by S ½ S. wind from
the N & W. latter part [illegible] sharp [illegible]
Longitude

Friday March 13th /68

Bar Commenced light from the S W. steering to
29.4/10 & 3/10 the S & E. at 8 AM fresh wind from the S W
wore ship heading to the S & W. at 10 [illegible]
the light sails in at 12.30 PM double [illegible]
the fore topsails. Latter part strong [illegible]
Longitude

Saturday March 14th /68

Bar Commenced strong from the S & E heading
29.3/10 & 2/3 to the S. fore part middle & latter part
steering S E by S ½ S. latter part heavy show-
-ers of rain, Latitude S
Longitude

At 6 PM Sunday March 15th /68

Bar Commenced moderate from the N.W. all
29.3/10 sail set steering S E by S ½ S. Middle
part. wind right aft. Latter part much
like the fore part. Latitude S
Longitude

Monday March 16th /68

Bar at 7 PM Commenced unsteady with rain plenty
29.2/10 of it. latter part strong all sail set [illegible]
13 AM 17th draw steering S E. employed in ship duty
29.1/10 No observations to day

Tuesday March 17th

Bar at 4 AM Commenced strong all sail set steering S E
29.1/10 wind from the N W. during the gale [illegible]
at 7 PM shortened sail [illegible] middle part made all sail
29.1/10 & 2/3 Employed in ship duty.

Remarks on board Bark

[illegible] [illegible] from N. Middle S to N.B.

Wednesday March 18th/68

Bar. at Commenced moderate. at 4 PM fresh, steering
3 PM 29.2/10 S.E. & S. all sail set. Wind about N.W.
at 9 PM at 7 commenced to shorten sail. at 12 M
29° Ship running under a close reefed maintopsail
at 11 PM & foresail. at 2 AM rain in torrents. at
29.2/10 & 2/5 3 better weather. at 4 commenced to make
sail. Latter part strong breeze from the
N.W. under reefed topsails, course [illegible]
steering S.E. b S 1/2 S. Latitude S
Longitude W

Thursday March 19th/68

Bar. at 6 PM Same from the S.W. under short sail. at 4 PM
29.5/10 all sail set. steering S.E. b S 1/2 S. Latter part
moderate. Lat. Longitude W

Friday March 20th/68

Bar at Commenced moderate from the N.W. all sail
1 PM set, steering S.E. b S 1/2 S. at Middle part rain.
29.3 at 7 AM doubled reefed topsails, took in spanker
at 11 & jib. Latter part fresh from the S.E.
29.1/10 No observation to day.

[illegible]

Saturday March 21st

Commenced moderate. hove well to the wind, heading to the S. & W. under short sail. thick fog. middle part clear. Latter part rough till the fog came.
Lat S
Long W

4 Bar Sunday March 22nd/68
29.3/10 & 4/5 Commenced fresh from the N.W. all sail
set steering S.E. by E. thick fog. no observation
Plenty of rain

Bar Monday March 23rd/68
29.4/10 Commenced strong from the N.E. all
sail set. steering E.S.E. thick fog

Albion from the Line to [illegible]

Tuesday March 24th /68
Bar Commenced thick [illegible] [illegible] [illegible]
29.4/10 the [illegible] set sail during the fore part [illegible]
in all the light sails latter part set sail
set about 6 PM split the fore topsail and
bent another one. Latter part wind [illegible]
S W steering E S E Latitude S
Longitude

Wednesday March 25th /68
13 weeks from home, Commenced fresh [illegible]
[illegible] sail set steering E S E [illegible] middle
29.5/10 part repairing the fore topsail. latter part
much like the fore part Latitude S
Longitude E

Thursday March 26th /68
Bar Commenced strong from the W S W all
29.7/10 sail set steering S E by E. latter part wind S W
braced up [illegible] moderate Latitude S
Repaired F T Gallantsail. Longitude E

Friday March 27th /68
Bar at 12M Commenced moderate from the S S W all sail
29.7/10 set steering S E by E. [illegible] middle part
at 7 PM repairing the fore topsail. Middle part wind
29.7/10 from the N N W. Latter part much like
the fore part

Saturday March 28th /68
Bar Commenced strong from the Westward all sail
29.4/10 set steering S E by E. at 6 PM wind [illegible]
the S S W. took in all of the light sail
latter part under [illegible] courses. wind
unsteady. heading about E by S. Lat S
Long [illegible]

Sunday March 29th /68
Bar
29.8/10 Commenced unsteady from the S E [illegible]
the S E. at [illegible] all sail [illegible] latter part
fresh

Remarks on board Bk. Albion

Monday March 30th /68
Commenced [illegible] from the S&W all sail
set steering SE by ½ E. Employed in ship
dut. Latter part much like the fore part.
Latitude S
Longitude E

Tuesday March 31st /68
Bar Commenced fresh from the S&W all sail
29.6[illegible] set steering S E by E at 5 Bells wind [illegible]
S W by W. Latter part much like the fore
part.
Latitude S
Longitude E

Bar at 6 Bells Wednesday ~~March~~ 2 April 1st
29.8[illegible] 14 weeks from My Beloved Celia
12 (Mid) Commenced moderate from the the S&W
29.3[illegible] all sail set, course S E ½ E. wind rather unsteady
Latter part fresh with rain from the S W
at 11 4th Bells double reefed the fore topsail
Latitude S
Longitude E

Bar at 6 Bells Thursday April 2nd /68
29.[illegible] Commenced strong from the S W [illegible]
with all sail set & double reefed fore
Clear topsail. 4 bells after Midnight raised white
water supposed to be a reef or something
else it appeared to be about two ships
lengths wide & about three quarters of a mile
long. kept the ship to the wind as soon
as possible. in two hours time was under
two close reefed topsails & foresail, wind at
2 Bells hauled round from N W to the S W
at [illegible] steering S E [illegible] with [illegible]
main & close reefed fore. Middle part strong carried
whole maintopsail at 11 Bells Latter part fresh
at 9 Bells set maintopgallantsail. steering
from S E to S E b E
Latitude S
Longitude E

through the Indian Ocean, April 1868

Friday April 3rd 1868

Bar at 6 AM Commenced unsteady & puffy at 5 AM
29. 2/10 dark all sail standing SE at 7 AM blowing strong
at 12 Mid from the Nd. At 12 ship under two close reefed
29. 1/10 topsails & foresail at 4 AM a more steady
with a strong breeze but the weather looks wild
& the Barometer falling fast. Latitude S
Longitude E

Saturday April 4th /68

Bar at 8 AM
28. 9/10 Commenced with a moderate gale from the Nd
under two close reefed topsails & foresail at 3.20 AM
at 10 AM took in fore topsail. about at 4.30 hove the ship to
28. 7/10 [illegible] weather looking bad & threatening
with rain. about 9 AM kept the ship off S.E
by E at 11 AM commenced to break [illegible]
at 2 PM fresh gale from the Nd & Wd
running under a close reefed Main topsail
& fore topmast staysail. at 11.30 set the foresail

Sunday April 5th /68

Bar at 6 AM
28. 9/10 Commenced with a strong gale from the [illegible]
at 11 steering S E by E. under short sail at 6 AM all sail
29. 1/10 set at 5 PM under very short sail. Latter part
moderate with some rain Latitude S
Longitude E

Monday April 6th /68

Bar at 12 Mid 29 2/5
at 12 M 29. 7/10 Commenced fresh from the N W. steering S E by E
at [illegible] 6 under reefed topsails with topgallantsails set over
29. 8/10 them. at 6 AM made all sail. strong breeze.
Employed breaking out water & doing little jobs
latter part fresh all sail set. Latitude S
Longitude E

Tuesday April 7th /68

Bar Commenced fresh steering about S E by E all sail
29. 5/10 set. middle & latter part much [illegible]
part. Thirteen years ago to day I was taken
up for a dead man but the hand of providence was there
[illegible] a monument of God's mercy

Bark Albion through the Indi

Bar. at 6 PM
29 9/10 Wednesday April 8th /68

Fifteen weeks from no lawful port (Celia)

Commenced moderate & very pleasant, all sail set steering S E by E 1/2 E the fore part. Rather cool now especially at masthead, very smooth, [illegible] [illegible] the day about N by E. middle & latter part much like the fore part

Thursday April 9th /68

Commenced fresh steering to the SE & Ed, all sail set, Employed in ships duty Lat S
Lon E

Friday April 10th /68

Commenced moderate all sail set steering S E by E. wind from the S & W. middle & latter part much like the fore part

Saturday April 11th /68

29 6/10 Commenced moderate from the [illegible] all sail set steering S E by E. Employed in ships duty such as overhauling the [illegible] whaling gear & breaking out wa[ter] Latitude S
Longitude E

Sunday April 12th

Bar
29 8/10 Commenced fresh from the [illegible] all sail set. at about 10.30 AM lowered all four boats after blackfish the S. L. & W. boats got one each. Middle & latter part much like the fore part

Monday April 13th

Bar
29 9/10 Commenced fresh from the [illegible] steering E & [illegible] at 5 P.M. [illegible] S W latter part wind W S W Employed boiling blackfish blubber, Lat S
Long E

Tuesday April 14th /68

Commenced fine from the Westward steering S E 1/2 E Employed [illegible] out [illegible] [illegible] on Ocean to New Zeland

Wednesday April 15th /66

11 Weeks since I kissed my Dear Wife,

Bar about at 7 Commenced fresh all sail set. steering to the S & E

29.4.4/10 81/15 at 12 M. ship under double reefed topsails & foresail

At 11 P.M. at 8 P.M. furled the [illegible] topsail. at 4 hoisted the

29.4.8 — boats up on the upper cranes. Wind about West

latter part fresh gale. Latitude S

Longitude E

Thursday April 16th /66

Bar at 8 A.M. Commenced with a strong gale from the

29.8/10 81/15 Wd. steering to the S & Ed. running under a

At 12 M double reefed Main topsail & foresail. at 10 A.M. set

a double reefed fore topsail. at 4.45 P.M. Wind

At [illegible] about S by W. took in the fore topsail. at 9

in the [illegible] topsail. latter part the same. Lat S

29.9/10 82/15 Longitude E

Friday April 17th /66

Bar Commenced strong under reefed topsails & [illegible]

28.8.8/10 latter part Main sail furled. fore topsail reefed

Saturday April 18th /66

Bar 29.8 2/ Commenced strong from the S & E steering

to the S & Ed. under [illegible] sail at 8 P.M. [illegible]

the reef out of the topsails. heavy squalls [illegible]

[illegible] topsails Lat S

Lon E

Sunday April 19th

Commenced [illegible] all sail set, steering to

the S & E. latter part [illegible] strong [illegible]

[illegible] reefed topsails [illegible] Latitude S

Lon E

Monday April 20th

Commenced with [illegible]

steering under [illegible] reefed topsails

[illegible] 12 M all sail [illegible]

[illegible]

Remarks on board Bark Albion

Tuesday April 21st 62

Bar 29 [illegible] [illegible] Latitude S
Longitude E

Wednesday April 22nd 62

17 Weeks from Celia Dear

Commenced [illegible] at 12 [illegible] ship under [illegible] Latitude S
Longitude E

Thursday April 23rd/62

Bar 29 Commenced with [illegible] at 10 [illegible] Latitude S
Long E

Friday April 24th/62

Bar 29 — Commenced with a [illegible] from the [illegible] at [illegible] all sail [illegible] the S.E. There has been quite a [illegible] masthead manned. [illegible] with the [illegible] Latitude S
Longitude E

Saturday April 25th 62

[illegible] months from New Bedford

Bar at 12 M 29.94 Commenced fresh [illegible] sail [illegible] at 12 [illegible] Latitude [illegible] Lat S Long E

Ice Berg — Sunday April 26th 62

Lat 45.38 S Commenced strong [illegible] under short sail at 7 [illegible]
about Long 113.40 E(ast) raised a large Iceberg off the lea beam at 8 [illegible]
Barar 6th calm comes up an [illegible] clouds down [illegible]
[illegible] strong from the S.E. under short sail

Monday April 27th/68

Bar. 29.91 Commenced [illegible] from the W.S.W. [illegible] to the [illegible] [illegible] of [illegible] [illegible] [illegible] the [illegible] [illegible]

Tuesday April 28th/68

29.94 Commenced [illegible] [illegible] S.E. [illegible] heading about [illegible] at [illegible] [illegible] set at 3 P.M. under [illegible] [illegible] [illegible] at 5 set the Mainsail [illegible] [illegible] [illegible] [illegible] [illegible] made at [illegible]

Latitude [illegible]

Longitude [illegible]

Wednesday April 29th/68

14 [illegible] from [illegible] [illegible] [illegible]

Commenced [illegible] [illegible] the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] in [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Latitude [illegible]

Longitude [illegible]

Thursday April 30th/68

Bar. [illegible] Commenced strong [illegible] [illegible] the [illegible] [illegible] about [illegible] [illegible] [illegible] [illegible] [illegible] the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Friday May 1st/68

Bar. [illegible] Commenced [illegible] [illegible] [illegible] [illegible] [illegible] hours [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Saturday May 2nd

Bar. [illegible] Commenced [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Sunday May 3rd/68

[illegible] Commenced [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] at [illegible] [illegible] [illegible] [illegible] [illegible] at [illegible] [illegible] [illegible]

Latitude [illegible] Long [illegible]

May Monday 4th /68

Commenced [illegible] [illegible] the [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] the [illegible] part Latitude 4
Longitude 6

Tues. May 5th /68

Commenced [illegible] all sail [illegible] [illegible] to the [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] all the light sails
in Latitude 4
Longitude 6

Wednesday May 6th /68

17 [illegible] [illegible] the [illegible] which is [illegible] [illegible] [illegible]
Commenced [illegible] from the [illegible] [illegible]
[illegible] course [illegible] at 1 A.M. [illegible] under double
[illegible] topsails [illegible] [illegible] mainsail & jib [illegible] [illegible]
[illegible] [illegible] topsail & foresail. at 4 [illegible] [illegible] [illegible]
[illegible] of the [illegible] [illegible] Latitude 4
Longitude 6

Thursday May 7th /68

Commenced with a moderate [illegible] from the [illegible]
[illegible] [illegible] the [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] the square [illegible] [illegible] [illegible] [illegible]

Friday May 8th /68

Commenced [illegible] all sail [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] ship [illegible] at [illegible] wind about the
[illegible] [illegible] much like the fore part Latitude 9
Longitude 6

Saturday May 9th /68

Commenced with a strong breeze from the [illegible] [illegible]
[illegible] at that will draw. steering to the [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] aloft again, [illegible] [illegible]
fore. Middle & latter part much like the
[illegible] part. During the latter part keeping
[illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] land [illegible]

Passed the Snare Rocks May 10th/66

Sunday May 10th/66

6 [illegible] Commenced strong from the NW, all sail
AM set steering E b N at 6 [illegible] 30 AM raised the
7, 2, 2 4/5 Snare Rocks, Bearing to the N & Ed of us, [illegible]
to the Southard of them, at 9 AM Ship under [illegible]
[illegible] topsails. Steering N E b E, at [illegible]
jib & Mainsail. Latter part much the [illegible]
Latitude S Longitude E

Monday May 11th/66

[illegible] Commenced strong [illegible], [illegible]
7 2/10 sail, middle & latter part [illegible]
[illegible], Wind from the N & Ed, headed in [illegible]
a while then wore ship headed to the S & E [illegible]
[illegible] wind about N headed E [illegible] [illegible]
[illegible] Employed through the day in [illegible] ship
inside Latitude 47.27 S. Longitude 179.47 E

Tuesday May 12th/66

Commenced strong at 7 AM all the light sails in
at 8 double reefed the topsails. Wind N E & E [illegible]
about NE b E. at [illegible] PM took in the jib
Latter part quite moderate wind hauled in
to the S W made all sail Latitude South
Longitude E

Wednesday May 13th

21 [illegible] ks from those we hold near & DEar [illegible]
Commenced moderate all sail set steering
N E. Wind about S S W. Latter part strong
from the [illegible]ward. Employed through
the day floating fresh water in the [illegible]
hold & filling salt water Lat S
Lon E

Thursday May 14th/66

Commenced strong from the S & W steering to the
N & E at 7 AM double reefed the topsails
furled the mainsail at 2 PM [illegible]
at 4.30 [illegible] to the wind under a close reefed
rain [illegible] at 8 PM wore ship heading to the [illegible] [illegible]

Remarks on board Bark Albion

Raised Chatham Island
Made [illegible]

Friday May 15th/68
Commenced with a heavy gale of wind from the Westward lying to under a close reefed M. topsail, Spencer & F. T. M. Staysail. On the Starboard tack. Standing [illegible] the after part having [illegible] during the [illegible] moderate from the S. W.
During the day raised Chatham Island [illegible] 44.[illegible]
Longitude 182.50 E

Saturday May 16th/68
at 7 AM kept off steering to the N. E. at 9 raised the land, under most sail all day, cruising at 4 PM strong squalls took in sail, [illegible] moderate again.

Sunday May 17th/68
Commenced with a moderate gale from the [illegible] [illegible] topsails [illegible] middle part double reefed topsails courses & jib, at 6.30 PM shortened sail, strong breeze. Land in sight bearing to the N. & W. on different tacks [illegible]

Monday May 18th/68
Commenced with a moderate gale from the S. & W. heading to the S. & E., at 7 PM strong gale wore ship standing to the Westward under a close reefed main topsail M. spencer & F. topmast staysail at 5 AM wore ship heading to the S. & —
Latter part strong winds from the SW.

Tuesday May 19th/68
Commenced fresh from the — middle part whole topsails. ~~Saw~~ Saw several finbacks [illegible]

Wednesday May 20th/68
21 Weeks from New Bedford [illegible]
Commenced fresh cruising under whole Main topsail other sails according. No land in sight [illegible]

Thursday May 21st/68
Commenced fresh, middle [illegible] whole [illegible]
[illegible] S. E.

Friday May 22nd 68

Commenced with moderate fine weather steering to the [illegible] wind made all sail. first time Main Topgallant Sail been set since sighting the [illegible] 8.20 A.M saw the land steering about Leeward the waist boat & the Capt went on shore 6 P.M. waist boat came from the Island under short sail. lying off in Pitts Strait

Saturday May 23rd 68

Commenced steering in the S.S.E. under short sail at 7 A.M moderate all sail set. about 9 the Larboard boat went on shore (the C & [illegible]) at 10 the waist boat went in fishing and caught a tone and [illegible] or more. at 4 P.M [illegible] standing [illegible] out of the Strait light air wind from [illegible]

Sunday May 24th 68

Commenced with a light air in the E S E all sail set working out of Pitts Strait. 8 A.M lowered the Larboard after a Humpback, saw a number of Humpbacks during the afternoon at 5 P.M light to the wind. at [illegible] shortened sail. Main topsail split sent it down & the old fore topsail. latter part strong from the N.E. Ship heading to the N.W. During the night stood boat crew watches

Monday May 25th 68

Commenced with a moderate gale on the N.E.d. Lying to under a close reefed main topsail, middle part rain } 5 months from [illegible] to day.

Tuesday May 26

Commenced light & foggy at 7 A.M made all sail. at 3.30 P.M double reefed fore topsail. at [illegible] shortened sail. latter part strong

Remarks on board Bark Albion

[illegible] from S.W. Wednesday May 27th /68
commenced with a moderate gale from S.W. made a little sail in the morning at 11 A.M. took in all in again heading along to the Westward.

Thursday May 28th
Commenced with a moderate gale from the S.W. made some sail went in under the lee of the land, sent two boats fishing came on board at 4 P.M. made sail & stood out from the land. at 6 shortened sail & stood between watches

Friday May 29th/68
commenced moderate with fair [illegible] latter part moderate, saw a lot of sulphur bottom.

Saturday May 30th
Commenced strong from the N.E. veering to Westward middle part rainy, at 2 P.M. foresail in at 7 P.M. wind shifted sudden to the N.W. with a squall of rain.

Sunday May 31st
Commenced strong from the S.&W. made sail under topsails during the day, no whales, land in sight

Monday June 1st/68
Commenced strong, made a little sail, wind from the N.W., employed in mending the Maintopsail, about 2.30 P.M. took in foresail & fore topsail, & then the wind hauled ~~round~~ round to the S.W. in a squall, took in the main topsail, after the squall it came more moderate. when the wind [illegible] back to the S.E. & [illegible] came in a squall with rain.

Cruising of to the Wd & Ed Chatham Islands

Tuesday June 2nd/68

Barometer 28.584 } Commenced with a moderate gale of wind
from the S W then it hawled in to the N W
but before 12 M it hawled back to the S W
ship lying under bare poles. Ship lying
beautifully the Barometer falling all the fore-
noon she is now at 12 M lower than it
has been this voyage

Wednesday June 3rd/68

Thunder & Lightning } Commenced with a moderate gale from the W S W
ship lying to under a Maintopsail every thing snug
Barometer falling gradually at 4 P M Barometer falling
Barometer fast quite sharp lightning from the Wd clouds look
at 6.30 P M windy made all the preparations we could
27 2/10 & 3/5 for a gale in regard to boats at 6 P M the Barometer
27. was at 27 49/100 in [illegible] the lowest we have seen it this
27 3/10 voyage by several tenths During the night the 3rd mate
& myself stood watch

23 Weeks from My other half

Thursday June 4th/68

Arrived home in the Geo Tray one year ago to day,
Commenced with a fresh gale from the Westward
lasting all the fore part at 2 P M wore ship on
different tacks during the day, under bare poles
with the exception of Main topsail at 4.30 P M set
close reefed maintopsail

Friday June 5th/68

Commenced strong at 6 A M commenced to
make sail at 9 set maintopgallantsail
at 12 M strong from the southward steering a bare
E b N at 4 P M under double reefed topsails
at 7 hauled her to a close reefed Main
Main & Foresail. Latter part blowing quite
fresh. [illegible] nice [illegible] to night

Remarks on board Bark Albion

Saturday June 6th/68
Commenced strong from the S. heading a bout W.
under short sail. at 4.30 P.M. raised land a point on
the lee bow. shortened sail wore heading to the [illegible]

Sunday June 7th/68
Commenced strong from the [illegible] heading to the
[illegible] at 7 A.M. made sail at 3 P.M. [illegible] [illegible]
[illegible] [illegible] in [illegible] to the [illegible] at [illegible]
shortened sail

Monday June 8th/68
Splended weather { Commenced real moderate. all sail set trying to
work to the windard. to the N.W. on different tacks
in sight of the land. nothing in sight worthy
of notice standing sea watches to night

Tuesday June 9th/68
Light & nearly calm Boats on the lower cranes { Commenced light from the W.S.W. on different
tacks. land in sight. all sail in set, at night
shortened sail. boats on the lower crains, the
first time they have been there for many a
day. the weather is beautiful but not a whale
in sight. nor a s p o u t

Wednesday June 10th/68
24 Weeks from her I promised to Love & cherish
Commenced with fine weather. Masthead full
of men but no whale with the exceptions of
finbacks. Working Ship to the N.W.
Standing sea Watches to night. No land in sight
wind about N.W.

Thursday June 11th
Moderate from the N.W. working to the [illegible]
at [illegible] P.M. shortened sail. no land in sight

Cruising of Chatham Island

Friday June 12th/68
Fine weather dry here. That is right the mate

Saturday June 13th/68
Commenced [illegible] [illegible] here

Friday June 12th
Commenced moderate at 10 A.M. shortened sail at 12 under a close reefed main topsail wind from the Latter part moderate gale

Saturday June 13th
Gale of wind from the S & E

Sunday June 14th
strong from the E & S under reefed topsails and courses saw the Large island shortened sail at 6.30 P.M.

Monday June 15th
Gale from the E.N.E. on different tacks no land in sight at night shortened sail no land in sight.

Tuesday June 16th/68
Commenced strong from the E.N.E under all sail. Shifting fresh water & drawing salt water at night carrying sail standing sea watches. latter part fresh double reefed topsails

Wednesday June 17th
25 Mr his from the One that gave up her Chief ship & entered in partnership with who. Commenced strong under double reefed topsails at 3.30 A.M. made sail at 7.30 A.M. made land about 2.40 P.M. the Captain took the waist boat & went on shore.

Thursday June 18/68
moderate all day One boat ashore got one lu
potatoes one boat in shore fishing. at 4.30 P.M. the boat came
hore bringing a few passengers. squared away at 5 for Wailan

Brother Henry's
Birth day

Remarks on board Bark Albion

Getting [illegible] Waitangi Chatham Islands

Friday June 19th/68

Commences moderate from the S.E. at 12 P.M. still [illegible] of Waitangi [illegible] a boat went a shore carried the passengers a couple of them got married & returned about 5 P.M. We obtained three tun of potatoes an a few bushels of onions at [illegible] Ship commenced to beat out of the bay. Wind about S.W. [illegible] fresh breeze [illegible] this night put me in mind of [illegible]

Left Pitt Island after landing the passengers

Saturday June 20th/68

Commenced strong from the W.S.W. & [illegible] working out of [illegible] of Waitangi at 10 [illegible] went ashore at Pitts Island came on board about 1 P.M. [illegible] the Ship [illegible] the S.E. for [illegible] round [illegible] landed the passengers at Pitts Island Among the number was the ~~the~~ a Bride and Bride Groom. they spent there ~~[illegible]~~ first night on board of the Albion, at [illegible] [illegible] shortened sail [illegible] [illegible] [illegible] at 10 ashore [illegible] [illegible]

Sunday June 21st/68

Commenced strong under short sail. working [illegible] the S.S.W. latter [illegible] [illegible] the [illegible]

Monday June 22

Commenced moderate from the [illegible] during the forenoon wind [illegible] in [illegible] the [illegible] Ship steering S.[illegible] all sail [illegible] [illegible] at 5 P.M. [illegible] [illegible] fresh breeze and having [illegible] [illegible] the [illegible] [illegible] a moderate [illegible] wind [illegible] latter [illegible] [illegible]

Off Chatham Island

Steering to the Westward of Chatham Island

Shaved [illegible] for the first time this voyage. Shaved of all [illegible] being thick [illegible] since I [illegible] report

Bent a Maintopsail

Tuesday June 23rd /68
Commenced fresh from SW W under [illegible] heading to the Sd [illegible] wore ship standing to the NW thick & hazy [illegible] wind about West Latitude 45.45 S
Longitude 176.[illegible] W

Wednesday June 24th /68
Commenced strong from the SW under [illegible] strong breeze from the SW heading to the [illegible] about W [illegible] at 6 P.M. set the Mainsail latter part strong but steady Latitude 45.41 S

26 weeks from Sweetheart Longitude [illegible]

Thursday June 25th /68
Just six months from My Beloved Wife.
Commenced [illegible] from about SW heading to the [illegible] under short sail, at 12 M. more moderate turned the reefs out of the topsails. at 4 P.M. sent down the Maintop-sail & bent another. As this is the 25th it causes me to think more of the My Dear & Beloved Wife but where art thou tonight for it is about 6 P.M. at [illegible] no doubt but what in the arms of sleep perhaps dreaming of me. I have not forgotten thee nor the tears that you shed on account of my going away from you. Peace be to thee [illegible] sleeping [illegible] waking. And lightning speed to the hour which separate us. George A Bowman to Celia
Lat 45.00 S Longitude 177.54 W

Friday June 26th /68
Commenced fresh from the SW under [illegible] topsails & courses at 6 P.M. [illegible] steering to the N & W Lat 43.54 S Long 174.31 W

Saturday June 27th /68
Commenced light from the [illegible]
middle [illegible] latter [illegible]
43.48 [illegible] 17[illegible]

Remarks on board Bark Albion

Sunday June 28th/68
Commenced [illegible] from the [illegible] heading [illegible] at 4 [illegible] wind, took in all the light sails [illegible]
[illegible] Latitude S. Longitude

Monday June 29th/68
Commenced light [illegible] most [illegible], middle part [illegible] breeze from the SSW. all sail set steering N by W saw a number of finback [illegible]
Lat 40.13 S
Lon 174.21 E

Tuesday [illegible] June 30th/68
[illegible] from the [illegible] [illegible]
[illegible] 38.17 S
174.30 E

Wednesday July 1st/68
Marriage Anniversary. 27 Weeks from Bedford [illegible]
[illegible] (Albion)
[illegible] from the S.d [illegible] at
1.30 PM [illegible]
Fish, middle & latter part strong [illegible]
[illegible] Latitude 36.30 S. Longitude 174.[illegible]
[illegible] Thursday July 2nd/68
Commences [illegible]
[illegible] Lat 36.05 S Long [illegible] E

Friday July 3rd/68
Commenced [illegible] from the [illegible] heading [illegible]
[illegible] at 4 PM [illegible]
[illegible] middle part boiling [illegible]
at [illegible] PM [illegible] the light sails at 12 Midnight [illegible]
[illegible]
Latitude 35.55 S. Longitude 177.48 W

Saturday July 4th
[illegible] from the [illegible]
[illegible]
[illegible] 34.48 S Long [illegible]

Saw a Sail

Black fish

Saw [illegible]

Bound North from Chatham Island

Sunday July 5th /68

Commenced with a strong breeze from the Westward under short sail at 2 P.M. turned the reefs out of the topsails at 2 P.M. [illegible] topsail [illegible] the latter part blowing strong under two close reefed topsails & foresail heading to the Nd Latitude 33.03 S Long 179.54 W

Monday July 6th /68

Commenced with a moderate gale from the Westward under close reefed topsails & foresail at 12 M. all sail set [illegible] wind from the Southard

Latitude 31.52 S Long 178.19 W

Tuesday July 7th /68

Commenced fresh from the [illegible] all sail heading to the Nd & Ed by compass saw two whales chased them two hours with the ship found them to be either finbacks or sulpher bottoms they stopt down † one hour & thirty minutes. Latitude S

Longitude

Wednesday July 8th /68

24 Weeks from Sydney.

Commenced light from the Sd & Ed. during the middle part light air from the Nd heading to the Westward latter part heading the Nd & Ed Lat 30.23 S Longitude 176.16 W

Thursday July 9th /68

Commenced with a pleasant breeze from the NW. steering NNE. employed in painting the house aft Middle & latter much like the fore part Latitude 28.08 S

Longitude 174.20 W

Friday July 10

Commenced with a moderate breeze from the Westward heading to the Nd & Wd. middle and latter part much like the fore part Lat 28.49 S Long 173.21

Saturday July 11th /68

Com- [illegible] heading to the Sd [illegible] in [illegible] Mts sail [illegible]

Saw two fin backs
Sulpher bottoms
Stopt down 1 hour & 30 minutes

Employed in mending the foresail & spanker

[illegible] hand [illegible] room

W E S L Ey

W l n d S

Remarks on board Bark Albion

Sunday July 12th/68

Commenced strong from the [illegible] heading to the [illegible] under topsails, at 4.30 P.M. reefed the topsails heading to the Ed latter part sea rough, [illegible] [illegible] Latitude 23.05 S
Longitude 174.57 W

Monday July 13th/68

Commenced strong from the Sd & Ed heading to the E.N.E. during the middle part steering [illegible] at 5.30 P.M. luft to the wind on the Starboard tack. middle & latter [illegible] much the same. Latitude 24.28 S Longitude 175.48 W

Tuesday July 14th/68

Commenced strong from the Nd & Wd heading to the Sd & E.W. latter part to the Nd & Ed
Latitude 25 [illegible] S Longitude 174.45 W

Wednesday July 15

Twenty Nine WEEKS from [illegible]
Commenced fresh under short sail heading to the Ed all day wind from the Sd, under whole maintopsail, at [illegible] luft to the wind double reefed maintopsail Latitude S
Longitude W

Spoke the Ship
Donald
1300 bar Sperm
25 months out

Thursday July 16th/68

Commenced fresh from the Sd & Ed, heading to the Ed. at 5 P.M. Spoke & gammed with the Ship [illegible] Donald, 25 months 1300 bar [illegible] the first Ship we have gammed with since we left [illegible]
Latitude 25.39 S Longitude 174.51 W

Friday July 17th/68

Commenced fresh working to the Westward during the day, at dark shortened sail Lat 25

Saturday July 18

fresh from the Ed steering to the Westward during the day time. At dark shortened sail

Long 175.54 W

Cruising of Vasquez Bank

Sunday July 19th/68

Commenced with [illegible] the [illegible] [illegible] middle part to the N.th. [illegible] [illegible] [illegible] [illegible]. [illegible] part nearly the same Latitude 23.35' S

Longitude 177.

Monday July 20

First part [illegible] [illegible]. Middle part fresh [illegible] part [illegible] from the Sd. heading to the Ed. Latitude S

Longitude W

Tuesday July 21st/68

Commences strong from the Sd & Ed. under ~~courses~~ & topsails courses & jib. at [illegible] P.M. passed the Ship Bar. Gosnold, under short sail probably just finished cutting a whale. latter part strong. shortened sail Latitude 2[illegible] S

Longitude 175.40 W

Wednesday July 22nd/68

ust Thirty Weeks from Sweetness (Celia Bowman)

Commenced strong from the Ed. heading to the Sd under short sail. Ship Bar. Gosnold [illegible] to the leeward boiling, Latitude S

[illegible] writing a 12th letter to my wife Longitude W

Thursday July 23rd/68

Commenced fresh from the Ed. heading to the Nd so during the middle part, Saw nothing to day. at dark wore ship & headed to the Sd so ends this day. Latitude 23.46 S Long 176.06

Friday 24th/68

Commenced fresh from the [illegible]. Middle part maintopgallant set. at 4 P.M. John Sylvia raised Sperm Whales it being the second ones we had seen since leaving home. lowered three boats the whales being about ~~[illegible]~~ one & a quarter miles off no one ~~[illegible]~~ knew how they was going. the Starboard boat (my boat) went on a whale. but being on his [illegible] he went down. Did not [illegible] out how he [illegible] heading until he was about ready to go down [illegible] [illegible] [illegible] for the [illegible] [illegible] [illegible]

Sperm Whales

Fourth Encount

Continued from the other page.
was in all probability to saw something, The Captain
thinks I drove the whale from the ship, I do
not for it was all done in good faith, It being
rugged & meant ~~dark~~ night with a fresh breeze
it was altogether impossible to tell how they were
heading. I felt very bad to have them to think
so much more to say I drove them away when
I am very anxious to get a whale, no doubt
but what if there had been a plenty of day
light, things would have been different. It caused
a sadness all over over the ship I was going, but not
exactly so, for some you could not tell as we had
seen whales. by others it shows very plainly, although
I will say one thing there was no ~~harsh~~ harsh
language used, I feel to have a clear conscience
as though I tried for a whale, it was even
said I sneered, I might have kept a little
to near the Starboard boat, but not with the
intention of trying to get a whale ahead that
boat, this is the first time I ever ~~had that~~
or was called a sneaker, if I have to go a mile
from where the whale is as is likely to be
I cannot get one, unless providence in this a
the race is not always to the swift neither is
the battle always to the strong
So ends this day with a gloomy stare
& long faces. Latitude 25.57 S
Longitude 175.48 W

Saturday July 25th /68
Seven months from My Dear Wife & how
I want to see her to night, what I would I
give to see her to night.
Commences strong from the S.E. on different
tacks, saw nothing but the Ship Bar Garnet
[illegible]
[illegible] Latitude 25.59 South
Longitude 175.44 W

the ~~trade~~ trades 11 is steady. Dear Ben the wind is from the S.S.E. [illegible]

Cruising on Vasquez July 1868

Geo S Bowman Journal

Sunday July 26th /68

Commenced strong from the N.E. under short sail. passed two Ships called one of them the James Arnold, Latter part wind from the Nd & Wd Latitude 24.14 S. Longitude 175.56 W

Monday July 27th /68

Commenced strong from the N.W. under short sail on different tacks. Saw to day one finback one bow & saw spray of a whale kind. Employed a part of the day baking out water from the main hatch & filling with salt water 25.59

175.44

Tuesday July 28th

Nothing worthy of notice to day Lat 26.00 S

Longitude 175.17 W

Wednesday July 29th /68

Thirty One Weeks from the moment I am to pass to

Commenced moderate during the forenoon set the maintopgallantsail. during the afternoon strong breeze & dark. close reefed the maintopsail. Latter part strong & rainy at 4 P.M. raised a sail off of the lee bow. steering off before the wind

Thursday of Duff day July 30th /68

Commenced fresh under ea short sail, saw a small humpback to day, latter part wind about N.W. rainy 25.50

175.58

Friday July 31st /68

Commenced fresh and rainy. employed in ship duty

Saturday August 1st /68

fore part moderate. middle part fresh latter part strong from the N & Wd under short sail steady rain most all day. Lots of skipjacks and albercore around the ship caught several during the last few days

Remarks on board Bark

Sunday August 2nd/68

Act 1

Sixteen years ago to day I arrived home from my first Whaling voyage Oh what a happy day that was. When shall I experience another day like that. I remember that came on a Saturday. What great changes there has been since that day. I was then nearly 21 now I am nearly 33 years of age. 25°38

178°15

Commenced strong from the S.W. under short sail. Working to the Sd & — at 6 P.M. set a whole main topsail. Latter part more moderate. Lat S

Long W

Monday August 3rd/68

Fore part fresh middle & latter part more moderate. E from the W. trying to work to the W. Lat 25°25 S. Long 178 16 W

Tuesday August 4th/68

Light breeze from the S.S.W. trying to work to the S & E employed repairing the jib & Main top mast Staysail. All sail set carrying sail the last two nights. Lat 25°06 S

Long 178 44 W

Wednesday August 5th/68

Third

Five weeks from Mrs George L Bowman. It is often I think of My Beloved Wife & wish it was so I could see her that I might encourage her heart when cast down. that I might help you share the burden of the day. It seems good to say I have a loving Wife & then for her to have to work so hard to appreciate her worth & value. for I realize that every woman would not go out and work as My Dear Wife does G.L.B.

at 4 P.M. lowered the boats to practise the men, We have not had a chance to lower enough to learn the men how to pull & paddle, & instruct them in the use of [illegible] & paddling

Commenced Light wind continued so all through these 24 hours trying to work to the S&W. Wind from the Sd. employed taking out the bread & coopering it 25°10

174 48

Albion Cruising of [illegible]

Thursday August 6th/68

Commenced of light from the S.d & W.d on different tacks working to the S.d & W.d. employed in sail making. at 4 P.M. lowered the boats to practise the men. as they have not had practice sufficient in [illegible] to make them good oars men. the Capt took the Waist boat & went down with us. We went through all the manuvers as though we was fast to a whale it was quite exciting all all appeard to enjoy it so much. if we could onely have brought a hundred barrel whale along side after going through those manuvers it would have been nice Lat 25.30 S

Long 174.28 W

Friday August 7th/68

Commenced light from the S.d & from the S.d & W.d working to the S.d & W.d employed in sail making at 4 P.M lowered after a humpback but he started off. so ends this day Latitude 25.32 S

Longitude 175.29 W

Saturday August 8th/68

Commenced light from the S.S.E. on the wind working to the S.d & W.d employed mending the mainsail at 6 P.M furled the mainsail tooke in the light sails Lat 25.29 S

Long 175.49 W

Sunday August 9th

nothing worthy of notice Wind about S.S.E.

Lat 26.06 S Long 175.34 W

Monday August 10

Commenced moderate and continued so all day. employed breaking out fresh water & drawing salt water. Lat 26.06 S. Long 175.27 W

Tuesday August 11

Commenced strong at 7 A.M close reefed Main topsail and foresail at 10 A.M double reefed [illegible] and course. latter part same

Remarks on board Bark Albion

Wednesday August 12th /68
Commenced fresh & rainy. Wind from the W
& continued so from all day. No observation
hirty Three Weeks from Sydney. Latitude 26.09 S
Longitude W

Thursday August 13th /68
Commenced from the W & S'd heading to the
S & W'd fore part. at 12 M wore ship & stood to W
'd. Showery. middle part moderate & unsteady
Latitude 25.50 Longitude 175.49 W

Friday August 14th /68
Commenced moderate. Maintopgallantsail set. at 10 AM
raised a sail on the weather beam under double
reefed topsails. about 2.30 P.M. spoke the Bark
A [illegible] of Hobart Town. N. S. W. 30 barrels
barrels of Sperm four months out, on different
tacks during the day, Wind from the Westward
Lat 26.04 S Long 175.47 W

Saturday August 15th
Strong gales from the Westward, & squally, employed
in ship duty, That is all I have got to say for
this day Lat 26.02 S Long 175.50 West

Sunday August 16th /68
Strong breeze from the Westward. & the wind and,
double reefed topsails & foresail. squally Lat 25.52 S
Long 175.45 W

Monday August 17th /68
Commenced strong from the W on different
tacks. employed overhauling the decks
nothing worth of notice to day Lat 25.40 S
Long 175.38 W

Tuesday August 18th /68
Commenced strong from the S & W & the
Employed in ship duty, at 8 P.M wind
hauled to the E'd Latitude 25.50 S
Longitude 175.45 West

Cruising of Vasques. Aug 1868

Wednesday August 19th /68

Thirty Four Weeks from My little duck.

Commenced fresh from the Eastward & employed in ship duty, steering to the Westward at 6 P.M. Spoke the Bark Northern Light 650 bbls of oil mostly whale oil Latitude 25.40 South Longitude 176.01 West

Spoke Bark Northern Light 650 bbls

Thursday August 20th /68

Commenced light & continued so all through these twenty four hours. Sue sail sight. Head taking to the Sd Ed, Lat 25.25 S Long 175.17 W

Friday August 21st /68

fore part moderate from the Nd & Ed. all sail set working to the S & E. Latter part strong from the Nd heading by the wind employed to day bailing out water from the ground tier & filling with salt. Lat S. Long. W

Saturday August 22nd /66

Saturday August 22nd /68

Commenced strong from the Nd & the wind on the Port tack. at 6 P.M. took two reefs in topsails. at 8 took in foretopsail. at 10 P.M. made sail. wind moderated. heading to the Nd & Wd wind from the Sd & Wd. Northern Light in sight

Sunday August 23rd /68

Commenced fresh from the Sd & W. steering to the Ed during the day. nothing worthy of notice Latitude 24.44 S. Long 172.21 W

Monday August 24th /68

Commenced fresh steering to the eastward about 10 A.M the Northern Light lowered after sperm whales, & struck. they struck two whales and turned them up. We lowered about 3 P.M and chased until dark. The whales were shy. We took one of the Northern Lights & cut it & boiled it for half

Tuesday August 25th '68

Eight Months from Home 9 [illegible] | Commenced light. took the Northern Lights Whale along side & cut him. finished about dark Lat [illegible] Long [illegible] W

Wednesday August 26

35 Whales [illegible] | moderate employed boiling. Watch & watch from M Lat 24,56 S Long 1 W [illegible]

Thursday August 27th '68

fine weather. employed boiling. beard All hands on deck 25 35

170.48

Friday August 28th

[illegible] [illegible] from the S&W. finished boiling the body about 7.30 A.M. gammed with the N. Light at 5 P.M. 25,46

Saturday August 29th

Commenced light from the S.E. [illegible] the Northern Light have her share of the whale this morning at 10 A.M. made sail steering to the Eastward middle & latter part ~~[illegible]~~ Lat 25 28 S

Long 176,49 W

Sunday August 30th '68

I went on board the N. Light | Commenced fresh from the S.E. heading to the E. at 5 P.M. gammed with the Northern Light Lat 24,40 S Longitude ~~178~~ 168,59 W

Monday August 31st

Commenced [illegible] from the S.E. heading to the S.W. Employed stowing down oil. this [illegible] our first stowdown this voyage Lat 24,47 S

Long ~~16~~ 169,08 W

Tuesday September 1st

Commenced light from the E heading to the S.E. E. at 6 P.M. [illegible] ship standing to the N.E. ~~Lat~~ [illegible] part light Latitude

Long

Wednesday September 2nd /68

6th Watch on M. ship mate. Commenced moderate wind from the N.E. at 6 A.M. brought our cask from the Bark Northern Light gamed with her. Middle part fresh reefed. at 4.30 P.M. took in Foretopsail. Latter part same. Latitude S

Longitude

Thursday September 3rd /68

Commenced fresh under short sail all day. Gale from strong from Sd & W. Gave the decks a good cleaning to day. Saw nothing worthy of notice to day. I sometimes (Note) feel almost homesick. I want to hear from My Dear Wife so much for I have not heard a word from home since I left the 28th of December 67. I sometimes get a little discouraged. if my whole trust is in God why should I doubt. for I find I love the things of this life to much. Lat 25.08 S Long 169.30 W

Friday September 4th /68

Commenced strong from the Sd. under very short sail. Heading to the Westward. Lat 24.07 S

Long 169.34 W

Saturday Sept 5th

Moderate breeze. employed in ships duty. Lat

Long

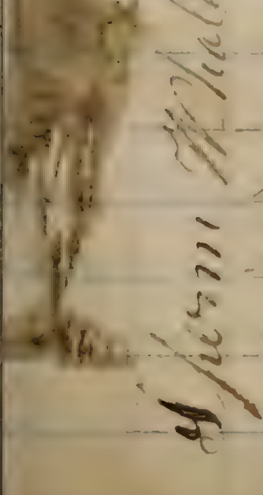
Sunday Sept 6

Moderate breeze by the wind nothing worthy of notice to day. Bark Northern Light in sight. Lat S Long

Monday Sept 7th /68

Commenced fresh all sail set, steering to the S. & E. at 11.30 A.M. the man aloft raised a school of Sperm Whale going quick to the windward, lowered and chased. the whale went out of sight to the windward. at 5 P.M. the Northern Light lowered for a whale going to the leeward but did not strike

Sperm Whale Fourth time this year



44 Bark Albion Capt Thomas

Tuesday September 8th /68

Commenced fresh & steady rain. [illegible] with the Bark Nolthern Light, [illegible] [illegible] [illegible] of [illegible] to make a water tank of. Latitude 25 02 S

Longitude 171 00 W

Wednesday September 9th

31 weeks from the Wif I left behind me,

Commenced light and rainy. at 11 AM [illegible] nearly calm & continued so the remainder of the day

Lat 24,53 S Long 170,54 W

Thursday September 10th

Commenced moderate. steering to the Sd & E four Sails in sight Lat 24,45 S Long 170,26 W

Friday September 11th /68

Commenced light, [illegible] [illegible], [illegible] putting in a [illegible] water tank, one sail in sight Latitude 25,10 S Long 170,38 W

Saturday September 12th

Commenced moderate with a heavy swell from the the Sd & Ed. Employed in ships duty, gamed with the Nolthern Light & Bark Bart Gosnold the B. G. hailing 1500 barrels having taken the three whales since [illegible] [illegible] with [illegible] in [illegible] which made 150 barrels Lat 25,29 S

Long 170,52 W

Sunday September 13th

[illegible] all of the twenty four hours from the [illegible] [illegible] [illegible] Sails in sight [illegible] [illegible]

Latitude 24,42 S, Long 171,21 W

Monday September 14th

Commenced moderate [illegible] the [illegible] heading to the [illegible] nothing in [illegible] worthy of notice [illegible] day Lat S

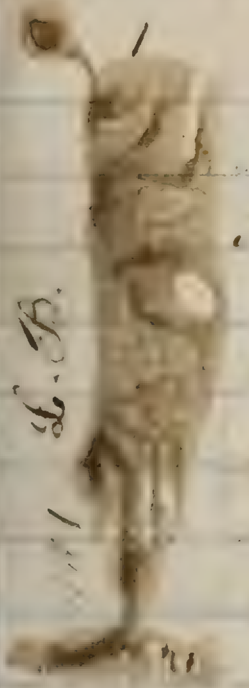
Long W

[illegible] September 12th

[illegible] Emma [illegible]

Cruising on Vasquez September 68

George L. Bowman



L. B.

Tuesday September 15th 1868

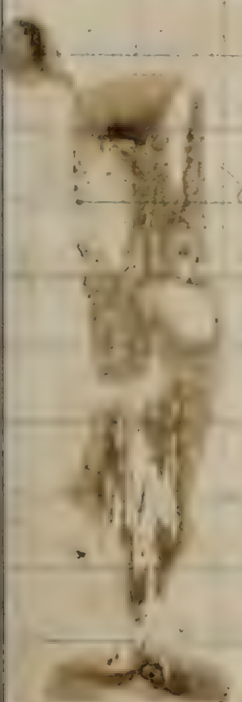
Commenced fine running to the SSE by About 4 PM the Captain raised Sperm whales lowered all the boats. the Larboard boat struck the Starboard boat ~~struck~~ lupe to so as not to go on to get on his whale got took him alongside about 2 or three oclock & commenced to cut. quitted at dark. lying with the whale to windward Latitude 25.04 S Longitude 171

Wednesday September 16th 1868.

Commenced strong & rugged. commenced at daylight to cut. got the body in about 12 M. started the works about 5 PM. latter part more moderate & smoother.

38 Wks from the Girl which love to Heartily

Latitude 24 47 S Long 170.51 W



Thursday September 17th 1868

Commenced strong. at daylight hooked on & took in the whales head. Employed boiling. at about 5 PM raised Sperm Whales by Frank. lowered the two waist boats. the Larboard boat came near striking

Latitude 24.40 S Long 170.50

Friday September 18th 1868

Employed boiling finished about 11 PM latter part moderate Lat 24.36 S
Long 170.48 W

Latitude Saturday Sept 19th 1868

Commenced moderate, under short ~~sh~~ sail. employed making a cutting stage gammed with the Bark Gosnold Latter part strong & rain. hove on ~~preventer~~ lashing on the oil cask

Lat
Lon

46

Bark Albion Capt. A. Thomas. (S. S. Brown)

Sunday September 20th 68
Commences strong breezes [illegible] under a close reefed main topsail with rain, one sail in sight. Latitude [illegible] Long [illegible]

Monday Sept 21st /68
Fresh gale [illegible] under a close reefed [illegible] topsail. [illegible] at 6 P.M. lowered the waist boat for a humpback. It came back after a few minutes, the whales starting to the windward. Latitude [illegible] Longitude [illegible]

Tuesday September 22nd
[illegible] breezes [illegible] fresh [illegible] stowing down oil. Latitude [illegible] Longitude [illegible]

Wednesday September 23rd
Commenced fresh [illegible] from the S.E. heading to the [illegible] made whole topsails at 11.30 [illegible] washing ship inside.

39 Weeks from the Girl I am bound to love
Lat 25,20 S Long 170,14

Thursday September 24th /68
My Birth day 33 years of age. And may I so live that I may improve the present time & enjoy more of his presence & learn so to live that if I should live to return home I shall know how to appreciate My Dear & loving wife and that I may appreciate all of those rich blessings which God has given me.
Commenced light [illegible] & continued so [illegible] the first part [illegible] hours Lat 25.10 S Long 171.[illegible]

9 Months Friday September 25
[illegible] the first four hours [illegible] [illegible] rigging [illegible] [illegible] Lat [illegible]

[illegible] laid him down on deck
[illegible] him. 9 [illegible]
him [illegible] measure
Sept 25
9 months [illegible] Washing Celia

Cruising of Vasaques. September 1868

Saturday September 26th 68

Commenced moderate from the [illegible] employed in ship duty. nothing in sight. Latitude 24.54
Longitude 171.10

Sunday September 27 1868

Commenced moderate from the [illegible] [illegible] wind at 4 AM raised the Northern Light. Gammed with her. had seen whales five days previous. going quick to the windward. Latter part light. Lat 25.15 S.
Long [illegible]

Monday September 28th 68

Commenced light from the Ed. all sail steering to the Sd. Bark Northern Light in sight. at 6 PM fresh breeze. shortened sail.
Latitude S. Longitude

Tuesday September 29th /68

Commenced moderate from the Nd all sail set steering to the Westward & the wind Lat 25.90
Long 176.50

Wednesday September 30th /68

40 Weeks from My Weeping Wife. And 15 years from the day I sailed on my first voyage in the Ship "Hobomok".

Commenced light from the Sd. steering to the Westward. Employed to work in the Main rigging. Latitude 25.21 S
Longitude 179.27

Thursday October 1st /68

Commenced light & continued [illegible] working to the Westward. Employed capping the main rigging Lat 25.21 S. Long

Friday October 2nd /68

Commenced light from the Ed. all sail set, working to the Westward. Employed to work in the main rigging. Nothing worthy of notice during these last four hours
Latitude 25.35 S
Longitude 178.44

Bark Albion Capt Thomas Cruising

Saturday October 3rd/68

Commenced [illegible] from the [illegible] [illegible] to the [illegible] about 9 A.M. raining [illegible] sail [illegible] Main topsail. [illegible] a sail off the sea [illegible] [illegible] much in the [illegible] Lat 26.15 S Long 174.19 W

Sunday October 4th/68

Strong Commenced moderate [illegible] [illegible] to the [illegible] [illegible] one sail in sight Lat 25.40 S Long 173.38 W

Monday October 5th

Strong from the Sd & Wd. one sail in sight [illegible] that sail Lat 25.26 S Long 173.41 W

Tuesday October 6th/68

Commenced strong from the Sd & Wd. gammed with the Ship Bar Gosnold. latter part moderate. Latitude S Longitude

Wednesday October 7th

41 weeks from home ~~home~~ [illegible]

Commenced calm. about 8 A.M raised a sperm Whale. lowered all four boats. the Ship Bar Gosnold being [illegible] [illegible] lowered three boats. set signals & waited. [illegible] Albion Waist boat (Third Mate) struck the whale. [illegible] Mr Hall [illegible] [illegible] [illegible] killed him. took him along side of the B. G. & cut him in [illegible] [illegible] stopping [illegible] [illegible] cut until 9 P.M Latitude 25.05 S Longitude 173.51 W

Thursday October 8th

Commenced light at 5 A.M fresh. at 11 A.M strong and rain at 2 P.M. took in [illegible] topsail & the [illegible]. Latitude 25.17 173.5

Friday October 9th

Strong from the Sd. [illegible] wind. at [illegible] [illegible] about [illegible] [illegible] of the Ship Bar Gosnold. [illegible] [illegible] Latitude & Longitude

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Assorted Lead. 1 to 5
Eight 1 Seven 2 Eight 3 Six 4 Six 5
1 to 10
Ten 1 Five 2 Four 3 Two 5 Two 6 Two 8 three 10

Assorted Cans

Eight 1 Six 2 Six 3 Eight 4 Six 5	lbs 100
Ten lb cans. Ten 10 lb	100
Five & Ten lb cans. Six 10. Eight 5	100
Pails. Four 25 lbs	100
Kegs 100 to 500	

$\frac{225}{100}\ \frac{45}{20}\ \frac{9}{4}$

On Passage October [illegible]

Saturday October 10th/68

Commences light & continued so all day, at 4 PM got our share of our oil from the Ship Bartholomew Gosnold Latitude S
Longitude W

Sunday October 11

First part light middle part fresh & hazy at 5 AM took in the light sails. wind from the Sd. heading to the SWd Latitude S
Longitude W

Monday October 12th

Commenced moderate from the Sd & Ed. heading to the Wd & Sd. Employed in stowing down the half whale. Latter part moderate carrying sail all night Lat 24,38 S
Longitude 174,48 W

Tuesday October 13th/68

Commenced moderate from the Sd. & [illegible] wind. at 10 AM Spoke & gammed with the Bark Abram Barker 2000 [illegible] one whale 6 days ago Latitude S
Longitude 175,10 W

42 Weeks
from N.B.
[illegible]

Wednesday October 14th

Commenced moderate from the Nd & Ed steering to the Sd & Ed. just before night went on board of the Abram Barker. raised white water and lowered three boats from the A. B. Lat 25,06 S Long 175,10 W

Thursday October 15th

Light & smooth steering to the Sd & Ed. wind from the Nd. Middle & latter part much like the fore part Lat 25,33 S Long 175,15 W

Friday October 16th/1868

Commenced moderate from the Nd & Ed steering to the Sd. One sail in sight the Bark Abram Barker Employed repairing the old rigging. Lat 25,58
Long 175,6

Remarks on board Bark Albion

Saturday October 17 16th /68

Commenced very light. Employed capping the fore riging. Gamed with the Abream Barker another sail in sight to the Wd of us. Middle & latter part much like the fore part. Lat S

Long W

Sunday October 17th

Commenced light & continued so all these twenty four hours. Four Bells gamed with the Abream Barker

Lat S. Longitude W

Monday October 19 18th /68

Commenced very light. Employed in ship duty three sails in sight. Abream Barker. Northern Light ~~Ship Bar Gosnold~~. Steering to the Sd & Wd. latter part moderate. Lat 25.18 S. Long 174.48 W

Tuesday October 20th

Commenced strong with rain from the Nd & W. middle & latter part wind from Sd & Ed. saw the Bar Gosnold. Latitude S

Longitude W

43 weeks from the Girl I Lov

Wednesday October 21st /68

Commenced strong from the Sd & Wd and continued so all these twenty four hours, gamed with the Bar Gosnold, 666 since leaving the bay of islands. Lat S

Long W

Thursday October 22

Commenced with a good breeze steering to the Sd & Wd. at night shortened sail. employed in ship duty. starboard watch setting up Main [illegible] rigging

Lat 25.15 S

Long 175.39 W

Friday October 23rd

fresh breeze from the Ed. about 6.30 A.M. raised Sperm Whales by Wm Hawl & John Benard. lowered all four boats. Larboard boat struck & killed one Starboard boat struck just as he was going in his [illegible]. Lined very heavy for a

Crusing on Vasaques Ten months out 200 barrels

Friday October 23rd/68

Sperm whale. Took him along side about 12 M. commenced to cut, finished about 6 P.M. on the watch. Larboard watch having the first watch out
Lat 26.15 S. Longitude 176 West

Saturday October 24th/68
Fresh breeze from the E. by the wind. All hands on deck. Employed boiling the whales head, so ends these twenty four hours. Latitude 26. S
Longitude 176.15 W

Sunday October 25th/68
10 Months from. Who? Who do you suppose? [illegible] Brown fresh from the Nd & Ed. Employed in boiling. Bark under short sail. Standing 1 watch & watch. Lat 25.59 S
Longitude 176.17 W

Monday October 26th
Commenced strong from the Eastward heading to Sward fore & latter part middle part steering to the Sd.

Tuesday October 27th
Commenced strong from the Nd & Ed with Rain middle & latter part much the same Lat
Long W

14 Weeks from Home Friends Wednesday October 28
strong from the Nd. Employed stowing down oil. at 4 P.M made a little sail. Latter part more moderate Lat S Long W

nt down
to oil
ngship

Thursday October 29th/68
Commenced fresh from the Ed. steering to the Nd & W. The cooper employed setting up cask
Latitude S Long

Friday October 30th/68
Commenced strong from the S & E all sail set steering to the Nd & W. employed in ship duty Middle & latter part much the same
Latitude 26.16 S
Longitude 177.18

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Remarks on board Bark Albion

Saturday October 31st /68

Commenced fresh from the S.S.E. & the wind heading to the Sd & Wd. employed repairing the old cotton topsail & breaking out fresh water. Carried sail to night working to the Sd & Wd

Latitude 26.28 S. Longitude 178.26 W.

Sunday ~~October~~ November 1st /68

Commenced fresh from the S.E. & the wind heading to the Sd & Wd all sail set. Lat 27.09

Long 179.54 W.

43 [illegible] ~~from Celia~~

Monday November 2nd /68

Commenced moderate from the Ed. all sail set heading about S by E. Employed the fore part drawing salt water & putting it on the Port side of the main hatch & wetting up casks. at 5 P.M. hauled up the Starboard chain took out one shackle for a fluke chain, it being rather poor having been eaten up with rust. Latter part much like the fore part Latitude 28.30 South

Longitude 179.30 East

Ship [illegible] to day [illegible] in 1 day or 2nd
Saw a flying fish & [illegible]
I think is the last on the season

Tuesday November 3rd /68

Commenced fresh from the E.N.E. middle & latter part wind about E and some part of the time E by S to E.S.E. at 11.30 A.M. sent down M.T.G. Sail & bent another. Employed middle stitching the main topgallant sail. all sail set a little to the S Eastward of South Latitude 30.07 S

Longitude 179.29 E

Wednesday November 4th

Commenced fresh from the E. all sail set. by the wind heading to the Southward at 12 M. Kept the ship off to the Sd & Wd. squared in the yards & let her rip. Employed in ship duty Latitude 32.19 S

45 Week from the [illegible] Longitude 179.09 E

I expect to have a lot of letters [illegible] & I am thinking of them almost every hour. I expect to see them now in a few days Providence permitting

Latitude 32.19 S Longitude 179.09 E

[illegible]

Thursday November 5th /68.
Commenced light from the S.S.E. steering S.W by S. all sail set employed washing ship inside the fore part, and during the afternoon washed the starboard side of the ship outside at 4 P.M. nearly calm, at 6.30 P.M. [illegible] lowered four boats after Humpbacks going quick [illegible] Latter part light air from the Westward Latitude
Longitude

Friday November 6th
Commenced nearly calm & continued so all day. Employed sending down the Mizzentopmast. put on a new cap. sent the topmast aloft and set up the rigging, & bent the gafftopsail. latter part light air from the Westward heading about S.S.W. Caught a shark to day
Latitude 33.37 South
Longitude 116.20 East

Saturday November 7th /68.
Commenced with a light air breeze from the Westward middle part wind about W.N.W. ship heading about S.W. Employed in ship duty. Set up the main topmast rigging latter part moderate from the Westward Latitude 34.27 S
Longitude 115.26 E

Sunday November 8th /68
Commenced from the Westward at daylight it commenced to hauled around to the southard at 7 A.M. wind S.E. tacked ship & stood to the S.S.W. made land about 7.30, dropt anchor about 6.30 P.M. the Capt went ashore and brought one seven letters five from Celia one from Henry & one from Lizzie, [illegible]

Remarks on board Bark Albion. Bay of Islands [illegible]

While lying here, we had rather bad weather the fore part being rainy & very windy. We laid with two anchors ahead about 36 hours. While in here we painted ship took on board about [illegible] bbls of water coopered a part of the [illegible] stowed the Bread & flour.

Gave the watches two days of liberty. I should have been pleased to have had more. as I have formed the acquaintance of one family & [illegible] if I had gone ashore much more I should have formed more acquaintances. I employed the most of my leisure hours in writing. While in the bay I have posted 17 letters. 16 of them to My Wife. I sent a small box ashore to go in the ship Milton home to My Wife I also sent three letters in that to Eliza. One to Annie McRae & to Joseph Bowman of N.B.

Bay of Islands New Zeland Nov 19th

Geo. L. Bowman 3d Mate

Thursday Nov 19th 68

Commenced light called all hands at 5 o'clock found that two men had deserted during the night. About 12 M hove up and went to sea without a pilot. strong breeze down the bay at sundown shortened sail & the wind headed to the Northward. During the afternoon lashed the anchors stocked the rest of the Starboard anchor & stowed the chains.

Friday Nov 20th 1868

Commenced strong winds under short sail I am seasick.

Saturday Nov 21st

Fresh breeze from the S.d & W.d & the wind

Sunday Nov 22nd

strong from the Westward winds short sail I am in sickness latter part moderate.

Monday Nov 23rd

Fore part moderate from the S.d & W.d & the wind all sail set at 4 P.M. raised Land.

Tuesday November 24th

fresh breeze from the S.E. W.d. near Cape Brit. a Bark in sight up to the windward

Wednesday November 25th

11 Months from the Dear Companion in this
at home } Comes in strong [illegible] at 4 P.M. [illegible]
the object of } Fore reefed fore & double reefed main & Foresail
affection } [illegible] in [illegible] [illegible] [illegible] sunday

Thursday Nov 26th

[illegible] strong [illegible] light [illegible] from the [illegible]

[illegible]

Remarks on board bark Albion

Friday November 27th /68
Commenced light at 6 AM the bow boat went ashore. Ship lying off & on. the boat returned shortly after 2 PM bringing one of the men which deserted whilst the ship was lying at anchor. about 3 PM set him to work cleaning the anchors. he had to night four hours [illegible] Ship steering to the Ed. Latter part moderate [illegible]

Saturday November 28th
Light breeze from the S & W steering E S E the deserter employed scouring the starboard anchor during the day & standing up on the bulwarks during the night with the exception of four hours [illegible]

Sunday November 29th/68
Commenced strong from the S & W all sail set steering E S E fore part middle part S E wind N W and light at 4 PM saw blackfish this morning & a number of finbacks during the afternoon. The deserter standing up in the Mizzen [illegible] to day. about 4.30 the capt called him down to have him to [illegible] up on the [illegible] [illegible] [illegible] [illegible] [illegible] from the [illegible]

Monday November 30th/68
Commenced moderate from the N W all sail set steering S E employed in ship duty. the deserter went to work this morning scouring the anchor as above [illegible] in the morning until about 4 PM [illegible] [illegible] [illegible]

Tuesday December 1st
Commenced moderate [illegible] from the [illegible] at [illegible] commenced to take in sail. about 11 AM [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

From Bay of Islands N. Z. to Chatham Islands

Wednesday December 2nd /68

Six years ago to day I sailed in the Gov^r Group.

Commenced squally & continued so through the day, under reefed topsails [illegible] [illegible] [illegible] [illegible] & whirlwinds to [illegible] [illegible] every thing up but is clear of us. The desorter standing on the [illegible] work. this forenoon a considerable hail fel & [illegible] [illegible] [illegible] [illegible] [illegible] in the [illegible]

49 Weeks from the Lady I cherish a true love for

Thursday December 3rd /68

Commenced strong from the S^d heading to the S & E under double reefed topsails courses & [illegible], Middle part all sail set, Wind from the W S W. at 7 P.M. shortened sail during [illegible] Wind about [illegible] [illegible] standing on the [illegible] all day Latter part strong under short sail

Lear S Soon

Friday December 4th /68

Commenced strong from the [illegible] at daylight made the Chatham Islands at 6 A.M. wind hauled in to the [illegible] at [illegible] P.M. [illegible] in [illegible] topsail Latter part strong from the S W.

Saturday December 5th /68

Commenced strong from the S^d & W^d under short sail, at daylight commenced to make sail. at 5 P.M. all sail set. at 3.45 P.M. lowered the Waist & Larboard boats & went to the [illegible] fishing [illegible] but a short time & caught about four [illegible] of fish, 11 large ones & the rest a specia of the codfish at [illegible] P.M. double reefed the topsails [illegible] from the [illegible] the [illegible] standing on the [illegible] Latter part heading to the N & E.

Sunday December 6th

Com strong from the [illegible] after daylight [illegible] [illegible] [illegible] [illegible] [illegible] the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] 6.45. at [illegible] [illegible] in foretopsail, about 10.3 [illegible] [illegible] heading to the [illegible] [illegible] [illegible] [illegible] & [illegible] [illegible] about 4.45 P.M. [illegible] [illegible] [illegible] [illegible] [illegible] rain [illegible] [illegible]

Made the Chatham Islands Dec 4th

coming down from the Northward

Remarks on board Bark. Albion

Monday December 7th /68

Commenced with the last end of [illegible] wind. at 5 A.M. commenced to make sail [illegible] from the N&W then [illegible] going quick [illegible] the wind [illegible] [illegible] greater [illegible] [illegible] running [illegible] about [illegible] [illegible] sail

Tuesday December 8th /68

Commenced with a moderate [illegible] from the N&W Working to the W. at [illegible] A.M. made all sail. at 8 thick & rainy at 11 took in fore topsail at 12 close reefed the Main during the afternoon very pleasant overhead with strong wind made some sail

Wednesday December 9th

50 WEEKS from My Darling little Duck

Commenced fresh all sail set [illegible] the wind about 11 A.M. Mr. Carrington raised Sperm whale lowered two boats [illegible] [illegible] Larboard boat struck & Killed one, foul line cut Waist boat struck him again & brought him to the ship got him along side about 5 P.M.

Thursday December 10th /68

commenced fresh called all hands at daylight hooked on to [illegible] three times during the day & then gave it up

Friday December 11th /68

Commenced fresh commenced to cut finish getting the case over board about 6 P.M. set the watches, rainy Wet disagreeable Cold & so on two boats [illegible] got [illegible] to day

Saturday December 12th

Strong from the S.W. employed fore part cutting up junk [illegible] 10 [illegible] [illegible] the watch [illegible] at 11 started the works latter part a gale of wind [illegible] [illegible]

Crusing of Chatham Islands Decemb

[illegible] Bowmans Mat

Sunday December 13th 68
Commenced with a gale of wind from the Wd. Employed boiling. first part at 9 A.M cooled down. Gale of wind all day. at 12 Midnight commenced to boil again. latter part more moderate.

Monday December 14th /68
Commenced strong from the Wd. under short sail Employed boiling. all hands on deck. hawling the blubber on deck and cutting it up. latter part much like the fore part.

Tuesday December 15th /68
Commenced moderate and rainy Employed boiling. Saw a Bark to day standing to the Ed. Middle & latter part wind from the Ed. steering W½ N. at 12 hove to the wind

Saw a Bark steering to the Ed

51 [illegible]
[illegible]

fore) Wednesday December 16th /68
Commenced light. of the wind at 1 A.M finished boiling. at 3 A.M kept of steering W½ all sail set. at 6 made land. at 9.30 A.M lowered the larboard and went ashore to Pitt island. at 11 returned bringing several letters and One from [illegible] for me from Celia [illegible]

Thursday December 17
fine weather Employed stowing down oil

Friday December 18
moderate breeze from the N&W. gammed with the Bark Othello of Hobartown. struck a whale a few days previous and lost him by taking the line

Saturday December 19th
fresh breeze from the N.W. middle part foggy latter part moderate & clear

Sunday December 20th
strong fresh & cool. with fogs from the S.W.

Remark on board Bark Albion

Monday December 21st /68

Commenced light from the S d & W d all sail set
at 4 P.M. calm; about ten miles from the land

52 Weeks from Home.

Friday December 25th One year from Home
The last few days has been nice weather, with the
[illegible] or rather a strong breeze. have seen no whales
no Bark have been in sight a part of the time, say
for some momoments I have been writing a [illegible]
[illegible] the 25th letter I have written to her since I left home
& how my mind has been employed to day in think-
ing of My Wife: What a prize I got when I received her
hand in marriage. No man has a more Kind Loving &
affectionate Wife then I have & may I ever prove true to
my sacred vows for I have not the least doubt but what she
will. I am fearful she works beyond her strength in order to help me. G L B

One year from Hom
24 [illegible]

Saturday December 26th /68
Commenced moderate all sail set, wind from the [illegible]
at 11 A.M. shortened sail at 3 P.M. [illegible] to under [illegible]
[illegible] main topsail. So ends latter part light gale from the [illegible]
the land bearing to the [illegible], one sail in sight

Sunday December 27th
Commenced fresh at daylight made all sail with fair
calm. Land in sight. Latter part fresh

~~Sunday~~ Monday December 28th
Commenced moderate from the N.E. middle and
latter part strong from the S d & W d, latter part
under short sail

Tuesday December 29th /68
Commenced strong from the S & W [illegible] latter
part from the N d & W middle & latter part under
short sail. no [illegible] in sight to day

Wednesday December 30th /68
53 Weeks from my dear Wife
Commenced moderate from the N.E. heading to the
N d [illegible] nothing in sight to day worthy worthy of
notice 45.05 S Long 176.14 W

Cruising of Chatham Island January 1869

Thursday December 31st /68
strong breeze from the westward. or somewhat less. nothing worthy of notice to do. no land in sight

Friday January 1st /69
Wish you all a Happy new year
Commenced strong from the N.W. middle part steering to the Nd & Wd. at 6 P.M. took in fore topsail. went up to the land at 2 P.M. saw one sail in shore

Saturday January 2nd 1869
fore part strong from the Nd & Wd of the wind, middle & latter part moderate. saw Blackfish twice to day lowered all four boats in the afternoon. I was the first to the fish as some was going one way & some the other. instead of going to the windard of them and going on I tried them from the leeward. darted but did not get [illegible] [illegible] [illegible] [illegible] [illegible]

Sunday January 3rd
Commenced fresh and cool. one sail in sight

Monday January 4th
strong from the Nd & E. one sail in sight called in the Eliza. at 9 A.M. took in fore topsail & one half of the watch below. I finish No 24 to my Wife. middle & latter part moderate gale with some rain. no land in sight.

Tuesday January 5th /69
Commenced moderate & continued so all day from the Nd. Thick fog, one sail seen at 3 P.M. took in the light sails

Wednesday January 6th
fore part light & foggy. [illegible] [illegible] [illegible] at 12 [illegible] lowered all four boats after Killers. latter part strong from the N & E. Land in sight

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ReMarks on Board Bark Albion

Thursday January 7th /69

Commenced strong from the E Wd [illegible] sail fore part middle part made about all sail at 2 P.M. sent the spanker down & repaired it & then bent it again

Friday January 8th /69

Commenced with [illegible] in the [illegible] part [illegible] at 6 P.M. [illegible] in Mainsail & [illegible] wind from the S Wd in sight of the land

Saturday January 9th /69

Commenced strong middle part fresh all sail set [illegible] the wind. Wind from the W. verying several points during the day. Bark Othello in sight latter part strong

Sunday January 10th

fore part strong middle part moderate standing in for Fitts straits at 6 P.M. calm & a heavy swell running lowered three boats & towed until 11.30 P.M. towed to the eastern rock & west of the sail rock & then had a light fair air

Monday January 11th

Light wind from the N & Ed [illegible] the boats ashore one getting wood & [illegible] the other one getting meat & potatoes [illegible] just dark

Sent a letter No 21 & 22

Tuesday January 12th

Commenced light from [illegible] at 5 P.M. lowered a few black fish Starboard boat struck one & got it at 10.30 A.M. gammed with the Bark Othello Middle and latter part light

Wednesday January 13th /69

Commenced light from the NW & Wd by the wind Middle part standing to the S & E & latter [illegible] heading in for shore

55 WEEKS from the [illegible] I think of [illegible] Oh if I could only see her to night. O if it was only possible [illegible] the day come when I shall meet her in the native land

Crusing of Chatham Island January 1869

Thursday January 14th /69
Commenced light from the Ed all sail set. Land in sight & one sail. Very hazy. can see but a short [illegible]

Friday January 15th /69
Commenced moderate & continued so all day steering to the SdWd. at 4 P M sent down the Maintopsail & bent [illegible] at 7 [illegible] [illegible] [illegible] of spouting fish. Called them blackfish when we lowered but did not see them again

Saturday January 16th
Commenced moderate from the Nd & Ed steering S W. at 4 P M left to the wind heading to the NdW

Sunday January 17
Fresh breeze from the Nd & E heading to the N & E
[illegible]

Monday January 18th /69
Commenced moderate from the Sd & Ed steering to the Nd & Ed. foggy most of the day

Tuesday January 19th /69
Commenced light from the Sd steering to the Nd & Ed, thick and hazy most of the time

56 Weeks from home

Wednesday January 20th 69
Commenced fresh from the Sd [illegible] to the S E at 10 A M reefed topsails at 6 P M raised Pitts Island

Thursday January 21st
Strong from the Sd & Wd Employed repairing the the jib. None sail in sight

Friday January 22
moderate [illegible] [illegible] wind from the S W employed [illegible] [illegible] set the [illegible] topsail

REmarks On board Bark Albi-

Saturday January 23rd/69

[illegible] Commenced strong [illegible] Stood in to [illegible] PM Came to anchor in 11 fathom of water at Lybung The Bark Orthellow lying there of Hobart Town. Wind from the Sd & Wd

Sunday January 24

Commenced moderate from the Sd Wd at 8.30 AM the starboard boat went up to Mr Hunts place & brought down the Capt & brought down also Capt Robinson & Family down of the Bark Orthellow at about 2 PM We was underway at 11 PM came to anchor in Glory in 17 fathom of water

Monday January 25th /69

13 Months from Home At anchor in Glory wind from Westward at 4.45 AM called all hands wind to the Sd hove up and came to anchor in Toubung The crew employed getting wood at 7 PM hove up & stood to the Westward at 9 a boat came along side from Schooner Rifleman

Tuesday January 26th/69

Commenced with a calm at 8 AM bow boat went ashore carried Mr Hunt & bought of some potatoes came back about 1 PM Stood to the Wd through the straits & then of to the Sd. The Bark Orthellow in to the Sd & Wd of us

Wednesday January 27th 69

57 Weeks from the one that is constantly in mind

Commenced fresh from the Nd heading to the N.E land in sight at 11.30 AM double reefed with wet middle & latter part strong at 4 PM shortened sail for the night, their [illegible] steadily to the Wd

on Crusing of Chatham Island

Thursday January 28th/69

Commenced light & calms lowered after Black Fish but they was going as though they knew we were after them. Latter part light breeze from the S.

Friday January 29th/69

Commenced fresh from the ESE. Working to the Sd & E. middle & latter part strong

Saturday January 30th/69

Commenced moderate from the Nd & Ed thick fog all day. Employed middle part breaking out fresh water & washing Ship inside

Sunday January 31st/69

Commenced fresh from the Nd & Ed under short sail all day, thick fog all day & rainy

Monday February 1st/69

Commenced moderate from the N&E. with fog

Tuesday February 2nd

Commenced moderate fog & rainy working to the Nd & E.

Wednesday February 3rd

fresh from the Nd. with fine rain at 12 M raised the Pyramid. at 6 PM raised a whale F, Back

Thursday February 4th/69

Light all day from the Southard. S & W. & N & W steering in shore at 1 PM lowered after some Birds thinking & mistaken them for black fish found them around an old dead Sperm whale probably had broke away from some ship

Friday February 5th/69

Light breeze all day working to the N & W up to S.E island. two boats off on fishing

Saturday February 6th

Commenced moderate from the N & W & W. Lying off & on to Glory getting wood got five boatload of wood. at 6 PM stood off shore

Sunday February 7th/69

Commenced light & thick from the N&W at
12 M. moderate from the NE & SE W. at 5 PM
came to anchor at Jubrong

Monday February 8th

Commenced light fine at anchor in Tuby
at 2 PM hove up and came to anchor at
Mr Hunts place. Employed getting wood
got 4 boatload. at wind from the SSW.

Tuesday February 9th

Employed to day getting some potatoes
light wind from the SSW.

59 Weeks From N. Dartmouth

Wednesday February 10

Moderate from SSW & S. Lying at anchor off
Pitts Island at 2 PM underway. during the
afternoon went across Pitts Straits & took Mr
Hunts Boat on board & two horses, & got a
few Potatoes & stood back for Pitts Island, latter
part same

Thursday February 11th

Commenced light air middle part moderate
from the ESE arrived of Hunts landing
at 5 PM put his boat & horses ashore and
got about two tons more of potatoes at 8 PM
squared the yards & stood to the S&W. passed a
a Bark standing in. latter part fresh, short
sail

Friday February 12th

fresh from the E&NE working to the N
at 6 AM lashed the anchors employed to
day picking the Starboard chain at 6 run
them below

Saturday February 13th/69

Commenced fresh & thick from the Eastward
on different tacks during these twenty four
hours. latter part light air

Chatham Island & the Sisters Feb — 1869

Sunday February 14th/69

Commenced nearly calm and foggy with fair wind from the S.W. shifting to the N.E. at 7 P.M. shortened sail

Monday February 15th/69

Commenced light from the Ed. thick & rainy at 9 A.M. breeze from the Sd & Wd at 12 M wind about S. at 4 P.M. strong double reefed. at 6 shortened sail & hove to the wind heading about E.S.E

Gale of wind from the Southward

Tuesday February 16th/69

Commenced with a strong gale of wind from the Sd. heading about three hours to the S.W. at 5 P.M. wore ship & stood to the Ed. heading about E.S.E to E.N.E standing boats crews

Wednesday February 17th/69

At 6 P.M. [illegible] half

Commenced fresh from the Sd. heading to the Westward. at 12 M. raised Cape Young (A point of the Chatham Island) middle & latter part light. lowered after Blackfish Starboard boat struck & saved.

Thursday February 18th/69

Commenced light from the S & W. working to the Wd. Sent down the foretopsail & bent on cotton one & repaired the one we sent down Latter part light

Friday February 19th/69

Commenced light airs. off Cape Young bearing about S.E at 7 P.M. the Sisters about S

Got two pounds of tobacco to day & commenced to smoke on of the first head. I have smoked 19¼ pounds since the 8th of May/68

Saturday Feb 20th/69

light from the S & E. at 4 M off the Sisters. Chatham Island. squared the yards. steering N.W. at night stood sea watches

Saw a [illegible] off [illegible] the Sisters [illegible] (French Rock)

Sunday Feb 21

Commenced light from the [illegible] in sight

Latitude 42.04 S
Longitude 177.31 W

Passage from Chatham [illegible]

Monday February 22nd /69
Commenced moderate from the NdS & ending N W. cooper employed setting up an oil tank latter part fresh Lat S Long

Tuesday February 23rd
Commenced fresh from the Nd raised East Cape about — P.M. at 5 tacked and stood to the Eastward Lat S Long

Wednesday February 24
61 Weeks from one of the best of Wives.
Commenced strong from the Nd. varying a point or two. at 2.20 P.M. tacked round ship and stood to the Eastward. as we could not fetch by. Thick & rainy

Thursday February 25th /69
14 Months to day from My little Duck. As it was the Pet name I gave My wife Eclie
Commenced fresh from the N. on different tacks. seen [illegible] no land to day. at 2 P.M. wore ship standing to the Eastward

Friday February 26th
Commenced fresh from the NE steering do at 12 saw breakers supposed it to be a grampus at 7 P.M. double reefed topsails. at the end of the 24 hours took in mainsail strong breeze.

36.16

Saturday February 27th /69 179.39 E
Commenced with a heavy gale at 1 A.M. took in fore topsail. at 6.30 foresail wind about the heading N of W. at 10 bent a new topmast stay at 6 P.M. bent another maintopsail. wind moderate & came out to the Westward wore ship steering a course N by E latter part fresh gale
Lat by dead reck 36.09 S
178.34 E

Ground. Sd & Westward at 5 [illegible] Rock [illegible]

Sunday February 28th 1869

Celias Birth day Twenty Six years of age

These twenty four hours Commenced with a fresh gale from the Westward steering N by E for first, middle and latter part steering by the wind main yard not braced up sharp under a close reefed main topsail & topmast staysail. latter part more moderate

Lat 34.52 S Long 178.54 E

Monday March 1st/69

1 Whale Commenced moderate from the S.W. [illegible] at 6 A.M. calm Middle & latter part [illegible] at sundown while shortening sail raised Sperm whales, lowered three boats whale going very quick right to the Windward, this whale was first seen by Mr Bill who tried to show them [illegible] the [illegible] but John Renard sung out for them

Lat 33.50 S Long

Tuesday March 2nd/69

Commenced moderate all sail set at 7.30 A.M Capt Thomas raised Sperm Whales, lowered all four boats & chased most all day, whales very shy. at 2 P.M raised a sail,

(2 Week from) life Wednesday March 3rd

moderate, latter part strong from [illegible] fresh wind. [illegible] at 4 P.M spoke the English Bark Aladin 250 sperm

5

Thursday March 4th

Commenced moderate at 6 A.M raised whales by Mr Carington, lowered three boats first Waist boat struck, Larboard boat killed, took him alongside & commenced to cut at 3.40 P.M, took in his body that night

Friday March 5th

Fine all day at 5 A.M took in the whale['s] head Commenced to boil, all hands on deck

Remarks on board Bark Albion

Saturday March 6th /69
Fine weather & Employed boiling . watch'd wa
Lat S. Long
Sunday March 7th
fine weather, Employed boiling cooled down
about 12 M. cleared up and finished washin
of at 5 PM Lat S. Long
Monday March 8th
Fine weather all these twenty four hours
Lat S. Long
Tuesday March 9th
Fine weather, Employed stowing down
Lat S Long
63 [illegible] on, A.B. Wednesday March 10th/69

Fine weather. & light breeze. at 11.45 A.M
Cowen raised Sperm whales lowered all four
boats whales being shy could not strike them
Larboard boat shot a bomb at [illegible]
Lat S. Long
Thursday March 11th
Nearly calm, raised sperm whales at daylight by
Harry Smith Two sails in sight
mated with the Ship Emma C Jones
her boats struck. We took him along side &
commenced to cut Lat S
Long

Friday March 12
Employed cutting a whale, latter part in
boiling Lat S Long
Saturday March 13th
Fine weather. Employed boiling. several sails
in sight, latter part strong breeze, gamed
with the E. C Jones & Ship Three Brothers
Capt Robert T. Gifford came on board to see
me. Lat S Long
Sunday March 14
Strong breeze Employed boiling Lat S
Long

Cruising to the [illegible] of [illegible]
[illegible] L. Freeman 2d Mate

F Monday March 15th/69
Commenced strong finished boiling at 4 P.M. at 11 let the Emma C Jones have her oil ~~[illegible]~~ gamed with the Three Brothers Capt Gifford came on board and spent the day. Lat S Lon

Tuesday March 16th
Strong breeze from the E.S.E. under short sail Employed repairing a foresail at 5 P.M. bent it, tell the hearts much like the fore [illegible] Lat S

4 Weeks on [illegible] Wednesday March 17 Long
Commenced strong from the Eastward under short sail at 7 A.M. took in the foresail & close reefed the Main topsail. Two sail in sight Lat S
Long

Thursday March 18th
fresh breeze all day. Gamed with the Ship Three Brothers. got a cooler from her. Lat S
Long

Friday March 19th/69
Commenced moderate & continued so all day day. three sail in sight. Gamed with the Ship Emma C Jones & Bark Abraham Barker. Picked up a large log of wood Lat S
Long

Saturday March 20th/69
Commenced light from the S.S.W. heading to the N.E. Employed splitting up a large log of wood. gamed with the Abraham Barker.
Lat S Long

Sunday Monday 21st/69
Commenced moderate steering to the W two sails in sight Lat S Long

F Monday March 22
strong breeze from the S.W. Steering to the [illegible] at 6 P.M. gamed with the Bark Coral. one whale since being here Employed repairing the [illegible] [illegible] Lat S Long

[illegible]

72

Remarks on board Bark Albion

Tuesday March 23rd, 69
Commenced fresh from the S [illegible] heading to the Sd. latter part strong Lat [illegible]
Long [illegible]

C. 5 Weeks — Wednesday March 24th, 69
[illegible] True Lo — Commenced strong from the [illegible] no sail in sight latter part much [illegible] Employed sail making Lat [illegible]

Thursday March 25th 69 Long
15 Months from New Bedford, 27th [illegible]
Commenced [illegible] from the [illegible] heading [illegible] Employed [illegible] sail making Lat [illegible]
Lon

Have written my Wife 30 letters during the 15 months & received 7 from her

Friday March 26th, 69
Commenced with light [illegible] Employed housing the Mizzen top mast & splicing the [illegible] sent it aloft & [illegible] no sail in sight Lat [illegible] Lon [illegible]

Saturday March 27th 69
Commenced moderate & continued [illegible] Employed sending down the Main yard & sending up another Middle part breaking out water

Sunday March 28th Lat [illegible] Long
Commenced [illegible] from the [illegible] [illegible] heading to the Sd & Wd Lat [illegible] Long

[illegible]

Monday March 29th 69
Commenced strong from the S & E heading to the Sd [illegible] at 5 P.M. saw a Brig & a ship called the Ship St. George boiling Middle & latter [illegible] moderate all sail set At 6 P.M. bent the Mainsail

Tuesday March [illegible]
Commenced [illegible] continued [illegible] no sail in sight at night had a [illegible]

6 WEEKS Wednesday March 31st, 69

om Wife Commenced moderate & continued so all day. Two sails in sight. latter part heading to the E

Thursday March 8d April 1st, 69

moderate breeze all day from the Sd. steering to the Nd. Gamed with the St. George. Lat S
Long E

in
per Bark Napoleon
April 2nd, 69

Friday April 2nd

Ver. light all day. Gamed with the Napoleon & got our boxes. I received a large box from my Wife. Including 17 letters. Lat S
Long

Saturday April 3rd

fore part light from Nd steering to the Sd. Bark Napoleon in sight

~~Sunday April 4th~~
~~Light air all day~~
~~Monday April 5th~~

Sunday April 4th

strong breeze. at 11 A.M shortened sail.

Monday April 5

I will skip this day.

Tuesday April 6th

Strong breeze. Employed repairing the jib.

Wednesday April 7th

14 years to day I was taken down by a whale line but my Master spared my life.
A gale from the S.E. under short sail,

7
Weeks
m Elia

Thursday April 8

unsteady nothing worthy of note to day as I know of

Friday April 9th, 69
Commences [illegible] light & continued so all day, also
Capt Thoms raised [illegible] from [illegible]. Five sails in
sight all five sails [illegible] and chased until dark
the Eliza Adams gained them during the night
[illegible] to the S & W. Wind very light Lat S
Long E

Saturday April 10th
Commenced with calms & light airs and continued
so all the twenty four hours. [illegible] sails in sight
Employed picking the chains & painting [illegible]
Lat 33.40 S Long 176.31 E

Sunday April 11th, 69
Commenced light & pleasant and continued so
all the twenty four hours steering to the Wa
Lat S Long E

Monday April 12th
Commenced moderate from the [illegible] heading
to the [illegible] and to the Westward Lat S
Long E

Tuesday April 13th 69
Commenced fresh from the [illegible] [illegible]
Westward. Gammed with the Bark Hamilton [illegible]

14

Wednesday April 14th
Commenced fresh from the [illegible] [illegible]
gammed with Ionia latter part fresh
Lat S Long E

Thursday April 15th
Strong breezes from the S & W steering to the N
two sails in sight Lat S Long

Friday April 16th 1869
Commenced fresh from the S & W steering to
the N & E Two sails in sight Lat Long

Saturday April 17th
Fine weather. Employed in ship work
Latitude
Long

George L. Bowman Second Mate of B.K. Albion:

Sunday April 18th 1869

Commenced fine. Had a general gam. Six sails in sight. Found the Abram Barker & Coral had got quite a cut since we last saw them. Lat S Long E

Monday April 19th 69

Commenced light & continued so all these twenty four hours. Employed in ship duty Lat S Long E

Tuesday April 20th/69

Commences light. Commenced to get ready to rattling rattle fore & main rigging aloft ~~at~~ at 11 AM raised a sperm whale (three sails in sight) lowered the two quarter & bow boat. Larboard boat struck bow boat went on
took him alongside & commenced to cut got his body in & watch set at 9.30 P.M. boatsteerers heading the watch Latitude 32.20 S
Longitude 178.40 E

Wednesday April 21st

9 Weeks from [illegible] & Loving Wife Celia

at 5 AM called all hands & took in the whales head. took the windlass bar taking in the case started the works & commenced to ~~boil~~ boil ~~one sail in sight~~ fine weather Lat S
Long E

Thursday April 22

Strong breeze. Under short sail, heading to the S wind from the E three sails in sight. Employed boiling

Friday April 23rd

strong from the Eastward. employed boiling.

Saturday April 24th

Light gale from the E.N.E. finished boiling & clearing up at 11 AM. during the forenoon all hands on deck Sunday April 25th 16 Months from Home
Strong breeze all day. at 4 PM gammed with the Minerva bound to the westward humpbacking

76

Bark Active Cruising to the [illegible]

Monday April 26/69

Strong breeze all day from the Nd & Ed. Heading to Westward. Employed stowing down Lat Long

Tuesday April 27th

Moderate gale from the Ed. at 6 PM wind from the Westward. Hove to under a close reefed main topsail

70 WEEKS from Home

Wednesday April 28th

Strong from the Nd & Wd standing to the Sd & Ed under double reefed topsails & courses saw one sail standing to the Nd & Ed

Thursday April 29th

Commenced with a moderate gale from the Sd & Wd and continues so all the twenty four hours

Friday April 30th

Commenced with a moderate gale from the Sd & Ed & continues so all this day

May Saturday 1st /69

Commenced strong from the Sd & Wd heading to the Sd & Ed. under short sail Latitude

Sunday ~~Saturday~~ May 2nd

Commenced strong from the Sd & Wd standing to the Sd & E. Three sails sighted at 3.30 PM saw Ship Whaling. wore around and stood for her made all sail. fresh breeze at dark was within 8 or 10 miles of her

Monday May 3rd /69

Commenced fresh from the Sd & W. at 8 [illegible] of saw a bark whaling. Saw [illegible] two Barks cutting. The Coral & ~~Osma~~ ~~Osma~~ Osmanli. Saw the English Bark Japan fast to a whale Lat 32.52.

Gamed with the Europa Capt [illegible] Long 179.00

Saw the Japan fast [illegible]
Two Barks
Cutting

Tuesday May 4th

Commenced strong from the Sd & W. heading to the Southard. Four sails in sight. Gamed with the Coral. cutting a 120 barrel whale Lat 38.05 S
Long 179.15 E

Book

George L Bowman 3d Mate

1 Weeks Wednesday May 5th 1869
Commences strong from the N.W. heading to the S.W. under [illegible] sail. Latter part much the same. Most all hands has got a bad [illegible]
Lat 33.22 S Long 179.41 E

Thursday May 6th
Commenced fresh from the W.N.W. on different tacks employed setting down the fore & main rigging. no sail in sight Lat 33.27 South
Long 179.32 East

Friday May 7th/69
Commenced fresh & continued so all these twenty four hours three two sails in sight. heading to the N & W latter part Latitude S Longitude E

Saturday May 8th/69
Commences fresh from the S.W.d heading to the N.W. fore part. Middle & latter part heading to S.d & E.d Employed in ship duty Lat S Long E

Sunday May 9th/69
Commenced very light & continued so all day a part of the day was calm at 11 AM Mr Carrington raised a dead whale took him along side about 9 PM a large whale but had been dead some time as he was bursted Lat S Lon

Monday May 10th/69
Commenced moderate & wetting at 5 AM fresh & rain Employed cutting in a dead whale body & saved only a part of that. Middle part fresh gale from the at 3 PM furled the main topsail at 5 [illegible] lay to latter part quite moderate Lat

Tuesday May 11th
Fore part rainy middle part light air, all hands employed cutting up blubber & putting it in cask tried to boil but the blubber all melted

78

Arived at the Bay of Iland Ma 14th [illegible]

12 week [illegible]   Wednesday   May 12th /69
[illegible] fresh gale from the S.E. heading to the [illegible]
days

Thursday   May 13th
moderate breeze from the S.E. steering to the [illegible]
Employed heating oil & washing ship at night stood
sea watches.

Fridy   May 14th
fresh breeze from the E steering to the [illegible]
at 11 o'clk raised Cape Britt Bay of Island
Came to anchor in Bay of Island at [illegible]
found 7 sail there I received one letter from
Celia's [illegible] dated the 11. On the 13th received three
one letter & several [illegible] by the [illegible] mail that came
received one more letter No 13. I sent a number of
[illegible] by the James Arnold which sailed on the 15th [illegible]
[illegible] gallons of oil by the [illegible]
[illegible] home. I sold about   in the Bay of
Islands. I understand for seventy [illegible] pounds for [illegible]

ailed from Bay of Islands June 3rd
Kept by Bowman 2d Mate

Bay of Island June 3rd 1869. Thursday
Commenced light about 10 or 11 o'clock hove up and went to sea. stowed the chains & lashed the anchors at dark up to cape Brett steering about N.E. with pleasant breeze from the Nd & Wd. Ship one man [illegible] he came on board. when the ship was ready for sea, or rather as the ship was ready to sail. Left [illegible] one Ship in the Bay. St George and a number of [illegible]

Friday June 4th /69
Commenced light from the S & E. Cape Brett in sight [illegible] steering about N.E. latter part strong shortened sail at 6 PM Rain with Thunder & Lightning

Saturday June 5th /69
Commenced with a gale of wind from the S. steering to the N & E. running under reefed M Topsail & Foresail. at 5 PM hove the ship to the wind heading to the S & E.

Sunday June 6th /69
commenced fresh by the wind. at 7 AM kept off steering to the Nd & E. Saw one sail to day. called it a merchantman. at dark shortened sail.

st Watch Fair M) Monday June 7th /69
e Weigh Commenced fresh from the Nd heading to the E under short sail. at 2 PM moderate gale with rain. latter part more moderate Lat
Lon

e a Whale Tuesday June 8th
raid Commenced fresh from the Nd middle part all sail set heading to the W. Employed [illegible] ship inside Latitude & Long

the M... from My Loving) Wednesday June 9th /69
Eliza. How Commenced moderate & continued so all day. Em
want to see breaking out shooks to have them ready for setting
& hire her up soon
and voill
king
nts

Bark Albion Cruising on Lagu

Thursday June 10th 1869
strong breeze all day steering to N&W under reefed topsails

Friday June 11
moderate all day steering to the N&E under all sail
saw a Humpback to day Lat S Long

Saturday June 12th /69
Commenced fresh and continued so from the N&Wd. Steering to the N&E all sail set. Cooper employed setting up shooks.

Sunday June 13th
Commenced fresh from the N.W. steering to the N&E all sail set. at sundown shortened sail & luft to the wind. very smooth to day & beautiful sailing

Monday June 14th
7 years to day I arrived home in the Ship Addison
Commenced with a good breeze from the Westward all sail set steering to the Ed Lat S Long W

Saw a Sail Standing to the Sd
Passed [illegible]

Tuesday June 15th /69
Commenced with a pleasant breeze from the Westward steering to the E. Employed setting up shooks & ratling down the fore rigging

Wednesday June 16th 69
77 ~~years~~ weeks from the first I [illegible] to [illegible]
Commenced with a strong breeze from the Sd steering to the Ed at 10 A.M. raised a sail ahead of & spoke her at 12 M It proved to be the Bark Petrel, having ~~seen~~ seen whales twice since leaving the Bay Lat 25,25 S Long 179,25 W

Thursday June 17th
Brother Henry's Birth day
strong from the S&E heading to the Sd & W and to the Sd. Saw a Schooner to day

June — 1869

Geo. J. L. Fairman 1st Mate

Friday June 18th/69

hoke the
rk Fanny
isher of
Roberton

Commenced fresh from the Ed. on different tacks during the day. at 2 P.M. Spoke Bark Fanny Fisher of Sydney. Reports having taken a whale two days previous (probably a small whale as she was not boiling) Latter part much like the fore part

Latitude S Long

Saturday June 19th/69

Commenced fresh from the N.E. on different tacks during the day. Very poor seeing to day

Sunday June 20th/69

Commenced strong from the N.d. Thick & hazy heading to the Ed. Lat S Long E

Monday June 21st/69

Dead
dog

Commenced fresh from the W. steering to the Ed under easy sail. employed in ship duty. Cooper setting up shooks. A little after 7 P.M. Mr. Hand shot the Dog, it being very sick having been sick for several days.

I am waiting for the first of [illegible] as I want to open my box & take [illegible] over a year ago. I can hardly waite I am so anxious [illegible] I wish I had something to send her for an Anniversary present but I have nothing but my love & here it goes. Lat S

Long West

Tuesday June 22nd/69

Strong from the S.E. on the Starboard tack. one sail in sight call it the Petrel. Had duff for dinner to day & I eat a lot. Lat

Long

Wednesday June 23rd

t Week
[illegible]
have promised you to speak
pocket

Strong from the S & E. heading to the N.Ed under short sail employed splicing and [illegible]

Cruising on [illegible] Jun 1869.

Thursday June 24th 1869

Commenced with a ~~strong~~ fresh breeze from the [illegible] ~~short sail & [illegible]~~ Main topgallantsail out, [illegible] sail in sight, employed in ship duty.

16 Months from [illegible] the one who was willing to work [illegible] I would [illegible] not [illegible]

Friday June 25th

Strong from the E. on different tacks, under short sail, The Cooper has got through setting up [illegible] for a while [illegible] the [illegible] head cask. How I wish I was [illegible] to night, if we had both [illegible] as [illegible] I should be [illegible] to stop with [illegible] during the [illegible] & what [illegible] comes [illegible] I [illegible] the [illegible], It was [illegible] bad I should leave [illegible] the winter I did. when I was not obliged to come, But if I had known as much before I sailed as I knew after I came away, you bet I should not have come

Saturday June 26th 69.

Strong from E S E. on both tacks during the twenty four hours under two double reefed topsails Foresail & Spencer. Mr Hunt is occupied in fitting an overhead boat [illegible]

Sunday June 27th!

Strong from the ESE heading to the Sd [illegible] Latter [illegible] heading to the Sd & E. [illegible] under double reefed topsails & Courses

Monday June 28

Strong from the ESE. Steering N.W. Saw nothing

Tuesday June 29th

[illegible] from the E.S.E. heading to the Sd & E [illegible] night carried all sail standing [illegible]

79 [illegible]! from Mc[illegible]

Wednesday June 30th

[illegible] from the [illegible] all sail [illegible] assage up to Korlonga July 1869

George Bowman 1st Mate

Thursday July 1st '69.

Second Marriage Anniversary Opened my box of [illegible]

Commenced moderate with rain from the Sd steering N by [illegible]

middle & latter part much the same.

[illegible] an anniversary [illegible] to-night, thoughts of the [illegible] days which has passed & gone, still look for brighter days, wish it was so I could see my companion in life & cheer up her spirits. Opened 1st my box of cakes this morning and found them all spoilt but one (The large one.) cut it & relish it very much as it came from My Wife. hope she enjoys the riches of heavens blessings.

Friday July 2nd '69

Commenced nearly calm. middle part light air from the Nd & Ed, [illegible] [illegible] on board. at [illegible] tacked ship, & stood to the Nd & Ed wind from the Sd & E

en
nded
tsail
hoone

Saturday July 3rd

Light airs & [illegible]. Saw a sail. lowered & went along side of her. A Topsail Schooner loaded with fruit. I sent No 42. to my Wife. No 43 being not directed I had to forego the pleasure of sending it

Sunday July 4th

fore part light. Middle part moderate. during the afternoon lowered three boats & chased humpbacks. Mr Kelley being unwell to-night I stood his watch.

Monday July 5th

Light airs all day, with some rain

Tuesday July 6th

Rain Rain RAIN. lots of wind, carried away foretopsail & fore topgallantsail. bent another topsail & it more than rained

41 Weeks from the Girl I made my Bride & Wife

Wednesday July 7th 1869
Strong & squally from the Wd. steering E N E. at 12 M two double reefed topsails. latter part more moderate & quite steady

Thursday July 8th 69
pleasant breeze from the S W steering main topgallantsail set. Employed latter part repairing foretopsail

Friday July 9th
Light breeze all day. Employed in sailmaking At 4 P.M. put out a new boat on the L. cranes.

Saturday July 10th
Raised Rarotonga

Fore part light airs & variable at 6 A.M. raised land. (the island of Rarotonga) employed to work on the fore topsail, at 5 P.M. fresh breeze from the Wd steering N N E.

Sunday July 11th
Moderate fore part latter part strong. Waist boat having been on shore. Ship lying off and on at Rarotonga

Monday July 12th /69
Job

moderate. lying off & on at Rarotonga. The ship employed getting fruit. I went on shore to day & I called to see the Missionary Mr Thomas. I enjoyed my visit very much although it did not exceed 40 minutes. he is a young man and he gave me a lot of books and good advice. We spent a few moments in private, in There is quite a quantity of Coffee raised here and it is shipped away to different ports. We find by observations this island to be situated in the Latitude S & in the Longitude W it appears to be laid down wrong on most of the Charts

te Rarotonga. Arrived July 11th 1869
[illegible]

13th
Tuesday July 12th /69
fine weather. lying off an on at Rarotonga. boat went ashore this forenoon. came aboard about 1 P.M. run down to the lee end of the island. boat went in but too rough to land. came along side. trimed the yards to the wind. steering to the Westward. latter part strong from the N.E.

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Wednesday July 13th /69
...then First part strong with rain at 7 A.M. ... at 11 made all sail. middle & latter part good breeze from the S.S.W. heading about W.
...r Wife: I have a lot of Oringes and how I wish it was so I could send you a basket ful of them to you as I eat myself to eat them I often think of you and wish it was so we could set togeather eating fruit. when I have anything nice I think of you my boon companion. I meant to have sent No 43. but the Captain forgot to carry them. he intended to have sent one but forgot to mail them until he got back to the ship. & then it was to late but perhaps it may turn out for the best. I suppose you have had letters from me during the last few days. I will have a number more in the cours of a month or six weeks from this date

15th
Thursday July 14th /69
Moderate. employed setting up a tank for oil. got it about half done

16
Friday July 15th
strong from the N & E. steering W S W. latter part rain. broke out water to day.
...ine a Maintopgalantsail

17
Saturday July 16th
Strong & rainy from the N N E. steering W S W broke out a new spanker to day & bent it. Middle part rainy

Sunday July 18/17th 1869

Commenced strong. at 4 P.M. heavy squall from the N & W. split the M T gallantsail. shortened sail middle part strong

Monday July 19

light breeze from the Sd. Employed mending M T G sail & bent it. then send down the Mainsail & repairing it

Tuesday July 20/19th 69

Commenced to shake sail — Fine breeze from the N & E all sail set steering to the S & W. Employed repairing the Mainsail at night shortened sail. & stood boat crews.

42 Weeks from [illegible] — Wednesday July 21/20th

Fine breeze from the N E. steering to the S & W bent the Mainsail & sent in the jib repaired it and bent it at 4 P.M.

Thursday July 22/21st 1769

Weather squally with a little rain. repaired the gallant=topsail & flying jib

Friday July 23/22nd /69

Fresh breeze from the S & W. In the act of reefing the foretopsail carried it away at the [illegible] & so we close reefed it. Latter part strong at 2 P.M. [illegible] the Maintopsail

Saturday July 24/23rd /69

Strong all through these twenty four hours. repaired the Main top mast staysail

Sunday July 25/24th

[illegible] — Fresh breeze from the S & W. steering to the [illegible] [illegible] with the [illegible] [illegible] Eleven months out. 700 bbls

Ship [illegible] Mate

Mon.. Monday July ~~25~~ 26

[illegible] breeze from the [illegible] steering to the [illegible]
[illegible] sail in sight Employed in ship duty.

..fine

..ng Tuesday July ~~26~~ 27th

..iversary Fine weather all these twenty four hours Employed
taking out Provisions & coopering them. no sail
(..isions) in sight. Wind from the S&E. Steering to the
N&W. latter part steering to the S&W.

..3 Weeks Wednesday July ~~27th~~ 28 /69

..om Fine weather. Steering to the S&Wd. Latter part
.Bedford rain

Thursday July ~~28~~ 29th

Moderate breeze from the S&Ed steering W&W rainy all
the fore part & showers middle part

Friday July ~~29~~ 30th /69

Fore part nearly calm. and very rought sea all
in heaps. at 10 A.M. commenced to breeze. at 12 M.
tooke in foretopsail. latter part moderate gale
of wind with rain

Saturday July ~~30~~ 31st /69

moderate gale of wind all of these twenty four
hours with frequent showers of rain

Sunday ~~July~~ August 1st /69

Fresh breeze all day. fore part under short sail
at 1 P.M. made a little sail

1. Years ago to day) Monday August 2nd
.arrived (Commenced moderate from the S&E at about
.ome from 9 A.M. Justin Banard raised a whitewater. about
.first 11.30 raised the Whale. lowered three boats & chased
.oyage untill dark. the whale working to the windard

26.04

176.40 W

Bark Albion Cruising on Voyage.

Tuesday August 3rd 1869.
Commenced fresh from the S & E, working to the windward looking sharp for a sperm whale. at 12 M raised a white water run for it but saw nothing more of it

24 Months
since
[illegible] the
home & [illegible]
[illegible]
I had [illegible]
[illegible]
[illegible] all right
I wonder if she
is dreaming of
me now in
the dead of night

Wednesday August 4th 69
Moderate all day. working to the eastward. saw nothing. Employed in getting the tank station

Thursday August 5th 69
Moderate breeze from the S & E steering to the S & W
Employed repairing sails

Friday August 6th
Strong breeze from the S & W steering E N E at 4.30 P.M raised white water but saw nothing more of it

Saturday August 7th
Cousin Julia A Sanders Birth day.
Sent down the ~~fo~~ fore=yard
Commenced fine & continued so all day. Sent down the fore yard & parcled under the bands & sent it aloft again. Middle part employed repairing sails. Bent another fore=topsail. At 3.30 P.M raised a sail.

James Maury
Sunday August 8th
Commenced light from the S & W. at 9 A.M gammed with the Bark James Maury having seen no whales of late. Saw the Ship Bar=Gosnold about ten days previous to this

Mondy ~~Frendy~~ August 9th
Commenced moderate. Middle & latter part [illegible] gammed with the James Maury & Bar=Gosnold

89

Bound to the Feejee Islands Aug 11th/69

Bark Geo & Bowman [illegible]

Tuesday August 10th/69

Commenced moderate steering to the Nd & Wd two sails in sight. Employed repairing the old fo topsail. at 4 P.M. [illegible] thought it was a sperm whale but as we did not see him again supposed it to be a humpback whale

25 Weeks
[illegible] My Dear
[illegible] Flory
[illegible] wings
[illegible] fly to her)

Wednesday August 11th

Fine weather all day. employed drawing [illegible] & ratling down the Main rigging. in company with the James Maury & Bark Gosnold. Steering to the N.W.W wind from the S&E

[illegible] a
[illegible] done
[illegible]galantsail

Thursday August 12th

Light breeze all day steering to the Wd three sails in sight. saw one steering to the Sd W. called it the Emma C Jones. at 4 P.M. bent a new fore topgallantsail & an old main topgallantsail. at 4 P.M. raised land (Philstart Island

Friday August 13th/69

Fore part light & rainy. latter part fine breeze land in sight. steering to the Westward.

Commenced a letter to night to My Wife No 45

Saturday August 14th/69

Pleasant breeze all day from the S & Ed employed in ship duty. saw two humpbacks breaching. Steering to the Wd in company with two other ship

Sunday August 15th/69

Commenced strong from the S.E. steering to the ~~Wd~~ W & N. at 6 AM spoke the James Maury and Capt Nickols from the Bark Gosnold came on board about ten minutes & then we all kept away together steering NW 1/2 W

shaved off my chin whiskers to day it being the first time I have shaved them off since December 1865

Lying At anchor at FEEjee Islands

Monday August 16th /69

Fresh breeze steering to the Wd. at daylight raised
one of the Feejee Islands came to anchor about 2
o clock in company with two other ships Em. Gosno
& Frances Muro

Tuesday Aug 17

Fine weather Employed in painting & ship
duty used up all the black paint in the Ship

66 Weeks
from My
Dear Wife

Wednesday Aug 18

Fine Weather all day Employed getting water
American Bark outside (it's moonlight night)

Thursday August 19th

Light breeze Getting water American Bark came
to anchor to day

Friday August 20

Fine weather Sent two boats up after yams
The rest employed in ship duty

Saturday August 21st /69

Thick hazy rains the boats arrived back about
9 AM with yams

Sunday Aug 22nd /69

Strong breeze from the Ed.

Monday Aug 23rd

Strong breeze from the S & E. Employed getting
of wood & water.

Tuesday Aug 24th /69

Continued Strong from the S & Ed
Employed getting of wood

67 Weeks from My Lovely Wife
20 months from home Wednesday August 25th

Strong trade getting of wood & getting the
Ship ready for sea.

ailed from Feejee Island Aug 29th/69
George L. Bowman 2nd Mate.

Thursday August 26th/69
Commenced strong from the SE Ed. Ship all ready for sea. Employed overhalling blocks.

Friday August 27th 69
Strong trades, Employed in ship's duty. Ship all ready for sea. Sent [illegible] topsail sheets ashore [illegible] them.

Saturday August 28th/69
Fore part strong trades, middle part rather light. Ship all ready for sea. Went on shore to day & got two barrels of sand

Sunday August 29th
Commenced moderate. At 8 AM hove up the starboard anchor. At 10 AM went on board of the Bark James Murray to meeting as a Missionary came down to preach to us. Came from meeting & at 1 PM hove up and went to sea. Got out clear of the reef about 7 PM. Latter part strong breeze. All the light sails in. We obtained four men, about 20 hogs or pigs I should call the most of them, about one 1000 yams some ~~Cocoa~~ Cocoa=nuts & a few sweet potatoes. We left three sails at anchor. We went in off the weather side, and as the trades blow direct in & if they are strong it is useless to attempt to get out. After we got out we all rejoiced to think we was once more upon the water again, although I do not approve sailing from port upon the Sabath day.

Monday Aug 30th/69
Strong breeze from the East. Middle & latter part wind from the ESE heading to the SE. Lashed the anchors & stowed the chains

Cruising to the Westward of Vasques

Tuesday August 31st/69

Litter of Pigs 11 Commenced fresh from the SSE to the [illegible]
Heading to the Sd. Employed in ships duty

44 Weeks Wednesday September 1st 69
from the [illegible] & love I hope is a dutiful wife Moderate from the SSE to the winds all sail set. Employed making spunyarn. Finished No 45 to my wife to night.

Thursday September 2nd/69
Light all day from the SSE Employed in ship duty

Lowered after a finback Friday September 3rd/69
Commenced light Employed in ship duty

Saturday September 4th/69
Light airs all day heading to the SSW at 6 PM
took in the light sails

Commenced (Sail) Sunday September 5th 69
to shorten sail & stand boatcrews Light airs all day heading to the SSW at [illegible]
Shortened sail & stood boatcrews Saw a sail

Monday September 6th 69
Nearly calm all day Employed in ship duty

Tuesday September 7th/69
Commenced moderate from the Sd. steering [illegible]
Standing sea watches to night all sail in Middle & latter part strong from the SSE steering W & SW Middle & latter part Standing Sea watches

45 Weeks from home Wednesday September 8th
My little [illegible] I have [illegible] 46 to you Strong [illegible] from the [illegible] [illegible] SSW about WNW at about 2 PM [illegible] [illegible] [illegible]

Thursday September 9th
Strong from the NE steering W SW Employed in ship duty Mostly making spunyarn at [illegible] shortened sail standing Wind of a quarter watch

George L. [illegible]

ile sow had a Friday September 10th /69
d pigs Fresh breeze from the N W. & the wind heading to
[illegible] the S W. Employed in ship duty. The [illegible] have
got a pump [illegible]. [illegible]

Saturday September 11th 69
moderate gale from the S W. at 8 A.M. made sail
steering E S E. at night standing sea watches. latter
part more moderate standing sea watches

Sunday September 12th
Fresh breeze from the S S E. steering E by E.

Monday September 13th /69
Fresh breeze from the Sd. steering E N E. at night
shortened sail & stood sea watches

aking boats Tuesday September 14th /69
ips Fine weather & fine breeze from the S E by the
wind heading to the N & E.

Wednesday Sept 15th
11 Weeks from the Woman which I believe is
true to me. One which I love & long to see
Fine breeze from the S E. heading to the N E.
Employed in ship duty

Thursday September 16th
my memory serves me right. This is My Father 71st birth day
Commenced light from the S S E. heading to the
Southard a few hours. then heading to the N & E
Employed in ship duty

Friday September 17th
Fresh breeze all day from the E. by the wind
on different tacks working to the Ed. Employed
making sinnet.

[illegible] (Saturday Sept 18th) Day I think
Strong winds [illegible] working to the
Ed. Employed in ship duty

Working to the Eastward from Norfolk Island & am

First Sabath [illegible] Sunday September 19th 1869
Sperm Commenced with a fresh breeze from the Ed
Whales on different tacks. about 10.30 A.M. raised Sperm
Raised by whales lowered all the boats. whales going round & [illegible]
J.L.F.D. did not chance to strike. after a while they got start
& went out of sight to the windard Lat 25.55
Long 179.31 E

Monday Sept 20th/69
fresh breeze from the Ed on different tacks,
Mastheads well manned but saw no sperm
whales

Tuesday Sept 21st
Wind from the Ed. no topgallantsails [illegible]
saw [illegible] to the Leeward. Double [illegible]

91 Weeks Wednesday Sept 22nd
from Fine weather all day. Working to the Ed. at [illegible]
My Wife raised two Barks. Napoleon & Northern Light.
at [illegible] spoke the Napoleon having [illegible]
boiling a whale. the two barks having got in
together.

Thursday Sept 23rd
Fine all day. Light breeze from the NE [illegible]
[illegible] in sight. Latter part steering SE½E

Friday September 24th/69
My Thirty fourth Birth day Anniversary.
Fine weather [illegible] steering S.E. wind from
the Nd. Middle and latter part rainy. May I live
nearer to My God this year then I did last year. may
I not only form resolutions but adopt them

Sighted the Saturday September 25th
[illegible] First part rainy. at 6 A.M. raised Sunday Island
Middle & latter part light [illegible] from the E. at [illegible]
land bearing about S.E.

21 Months from home. Home, Home sweet home
a sweet little wife to make in a [illegible] Home

ruising around Sunday Island Curtis Island Rock
George D. Crowman. 3d officer of the ...

Sunday September 26th/69

Evening the long ... on ... of the.

Fore part nearly calm. Middle part light air from the Nd steering SE. Saw a number of fin backs. Sunday Island eight or ten miles off bearing to the Ed. Mr Hawes unwell

Monday September 27

Fine breeze from the SW. all sail set & the wind heading about SE. at 6 AM sent down the hemp foretopsail and bent the old cotton one. Mr Hawes unwell

Tuesday September 28th

Fresh breeze most of the time. Goat Island in sight Wind from the SSW.

Wednesday September 29th/69

2 Weeks ...m Celia

Unsteady breeze near Curtis Rock. latter part fresh from the Sd.

Thursday September 30th/69

years since I first sailed on a whaling voyage

Commenced fresh from the SSW on different tacks. middle part squally. Curtis Rock and Goat Island both in sight

Friday October 1st

Fresh breeze from the SSE. working to the SSW or some other way.

Saturday October 2nd

...illed the old ...Dick

fresh from the SSE. & the wind heading about SSW & SSW.

Sunday October 3rd/69

Commenced calm. nothing in sight but a few birds of different kind. Latter part calm.

Monday October 4th

Calm. Caught a gony & let him go. Sent down the new fore top gallant sail

Tuesday October 5th 1869

[illegible] [illegible] Commenced with a calm sent down the fore
to the [illegible] Main topsail & bent another, and bent a fine [illegible]
sail, & employed in middle [illegible] fitting [illegible]
the main topsail

93 Weeks from home
[illegible] should like to see her
her this eve-ning.
what would she
[illegible] have to tell [illegible]

Wednesday October 6th /69

Light airs & calms, lowered one boat after [illegible]
backs, tide to board them, did not [illegible]
get a chance [illegible] on the [illegible] shot a bomb [illegible] [illegible]

Sperm Whales. Stove two boats

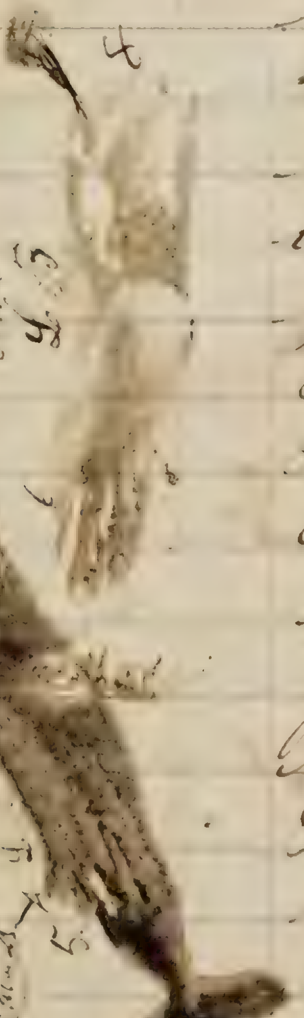
Lat 39.39 Lon 179.37

Raised them in the [illegible] at 33.55

39"39
179 37 E

Thursday October 7th /69

Commenced with light air from the [illegible] [illegible] at 7 A.M. [illegible] [illegible] [illegible] about [illegible] just [illegible] 12 [illegible] M and raised a school of Sperm Whales [illegible] the Starboard bow. about 1 P.M. lowered three boats. Larboard boat struck & drawed, whale started off on the wind. after a while the [illegible] to the ground. Starboard boat struck again & could have struck had no other boat [illegible] for as it was the chance belonged to the Starboard boat & it was her chance & no one else) & got stove. Starboard boat picked them up & brought them aboard went off and the Waist boat struck and got stove. Then our boat picked them up [illegible] came up. & not knowing what was [illegible] & [illegible] Mr Kennington in my boat and chased on. told Mr K. I thought he had better chase on behind. not meaning for him to come so far as ~~to~~ to lose the run of the boat but we both chased on & lost run of the boat & did not get near the whale. We lost the boat and every thing pertaining to it with the [illegible] of the mast. Then I had to take [illegible] of the first [illegible] the [illegible] boats and [illegible] advising [illegible] the Captain thinks I [illegible] not [illegible] is [illegible] he will [illegible] know the exact



[illegible] [illegible]
[illegible] much
chance [illegible]

Friday October 8th 1869

Commenced with a fresh breeze from the Ed. — Running to the NWd. then S W and about 3.30 P.M. tacked ship with the wind on the port tack. about 6 P.M. Raised a sperm whale lowered three boats but did not see him again. Some is of the opinion that it was the same one we struck while others think the reverse

Saturday October 9th

Fine weather all day nothing in sight. employed repairing & fitting a boat —

the
hooner
idge.

Sunday October 10th 69

Fine weather & light breezes steering to the Ed. Boarded a Topsail Schooner Midge five days from ~~Auckland~~ Auckland N.Z. bound to Tahiti having a lot of Sheep on board. Meeting in the fore hold

Monday October 11

Commenced with [illegible] the [illegible] heading to the S.E. middle & latter part strong from the [illegible]

Tuesday Oct 12th

Strong from the W. all sail set — steering S by E Barometer falling fast

4 WEEKs from
Bidtow

Wednesday Oct 13th, 69

Strong from the Nd & — steering S E by S. at 4 P.M. quite moderate wind hauling to the S W with thunder. Barometer was down Put the ship under a close reefed main topsail

Spoke a topsail schooner
[illegible] which with a deck load
sheep

ent a
w. M Sp
nce

Thursday October 14th/69

First part moderate from the Ed. under very short sail ready for a gale at 4 A.M. made sail. middle part strong wind, a rough sea running at 7 A.M. double reefed topsails set Mainsail & jib in

Friday October 15th /69

Commences with a moderate gale from the S. heading to the E at 4 AM took in the foretopsail. middle and latter part much like the fore part.

Saturday October 16th /69

Commenced with a moderate gale from the S heading to the S & W. fore part at 7 AM wore ship heading to the N & E. at 10 AM set the foresail at 4 PM set a close reefed fore topsail

Sunday Oct 17th

Commenced with a moderate gale from the S & E. under short sail. at 6 AM split the M T M topsail at 7 AM ship under a close reefed main topsail & foresail [illegible] at 4 Goose winged the main topsail & split the 2nd M topsail & headed the watch as Mr Carrington is unwell with the rheumatism latter part fine & moderate

Monday Oct 18th

Killed a black pig

Commenced strong from the S & E heading to the Eastward ship under a close reefed main topsail at 8 AM set the foresail & close reefed fore topsail [illegible] in the sea [illegible] killed one [illegible] so we had to kill it. after 2 PM it [illegible] the ship under a goose winged main topsail heading about E N E. Note this that I am writing to my Wife No 48 [illegible] we are quite 22 months out. I think I have [illegible] than she could have expected. I have sent 43. and now have five on hand including the one that I am writing at the present time. how often I have counted about the time that I thought she received them. I thought how her heart would thrill with joy when she came to open them. as I knew the average passage of a ship I could generally form some idea about the time that they would get home. how I long for a letter from her but I must wait the appointed time. George L Bowman

Note

[illegible] that

wind} Tuesday October 19th, 69
Strong breeze from the Sd. & the wind latter part M.T.S. & sail set heading about S.E.

Celia} Wednesday October 20th 69
Commenced strong from S.S.W. heading S.E. by S at 6 A.M. reefed the topsails. at 10 o'clock [illegible] the topsails [illegible] main [illegible] & all [illegible] all sail set with a strong breeze from the Westward.

Thursday October 21st 69
Commenced with a strong breeze from the N.W. steering S by E all sail set. At 4.45 P.M. Mr Hall raised Sperm whales. lowerd three boats & chased until dark. The whales appeart to be working to the S.W. Shortened sail heading to the [illegible]
Latitude 43.05 S Long ~~176~~ 176.03 W

Friday October 22nd 69
2 years ago to day (if I remember right) Capt Martha Departed this life trusting in God.
Commenced strong from the N.W. in [illegible] tacks. during the forenoon [illegible] to the S.W. Middle part steering S.E. ½ E at dark [illegible] the [illegible] a close reefed M.T. Sail. Lat 43.33 S Long 176.12
This morning I had a spell of spitting blood and sharp pain in my left breast I have been troubled with this pain at times for many years when I was in the Gov. Trans. I used to have spell of it for a few days

Saturday October ~~24~~ 23rd 69
Commenced strong from the N.W. (or somewhere else) at 8.15 A.M. made the forty fours. Middle & latter part wind from the S.W. Middle & latter part light with all sail set. ~~at~~ during the night carried all sail steering S

Remarks on board Bark Albion

Sunday October 24th 69

Commenced light from the NE, [illegible] trim. & at 9 A.M. came in foggy [illegible] the [illegible] here [illegible] aback [illegible] the afternoon at 4 P.M. doubled [illegible] the topsails.

Monday October 25th

22 Months from the Loving Wife. I hope [illegible] one more of the months [illegible] months) I shall embrace her. Will not that be a happy day to both of us.

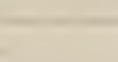
Commenced strong from the N & W. Middle part more moderate under whole topsails. at sundown shortened sail. Employed breaking out Ships stores & fresh water.

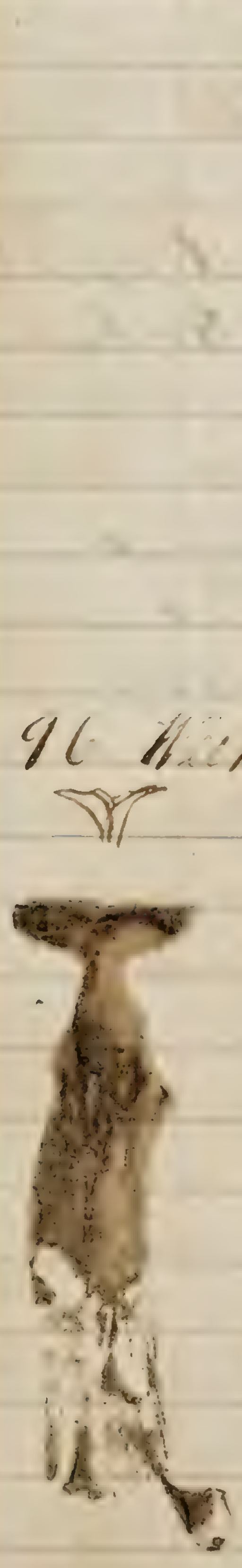
Tuesday October 26th 69

Commenced strong from the N & W. with fog continued all day on different tacks. Half of the watch below out of the weather where they can be on hand in one moments warning. I have been sewing most all day

Wednesday October 27

96 Weeks from My Dear Wife Celia. How I would like to see you to night & receive a kiss from you.





Commenced moderate all sail set at [illegible] raised Sperm Whales, lowered [illegible] & chased until dark without success during the afternoon raised the Fin back heading [illegible]

Thursday October 28

Fine breeze all day, saw whales rather [illegible] [illegible] lowered [illegible] with the whales, saw several humpbacks & [illegible]

Lat 44.33 S

Long 176 12 W

ruising off Chatham Islands. Oct 24th

Friday October 29th /69

Light [illegible] and [illegible] breeze sometimes thick fog all day.

Saturday October 30th 69

Light breeze all day from N.W. thick fog most of the day at 4 P.M. fog lit up but at dark it shut in again

Sunday October 31st 69

Commenced with a moderate breeze and foggy first part middle part quite calm wind from the S.W. steering to the Nd

Monday November 1st 69

Commenced ~~moder~~ fresh steering to the N. Pitt Island all in sight at 8 A.M. a boat went ashore obtained about half a ton of

te -- Potatoes. I received No 14 letter from my Wife & also a letter from Horace Wood [illegible] in it. I was very much pleased to get it [illegible] although nine months old yet I read it with the same interest that had it not been more then a month old

Tuesday November 2nd

moderate from the E.S.E. at the commencement of the day at 12 Midnight strong about S.W. [illegible] middle & latter part strong at 7 A.M. close reefed the Maintopsail

7 Weeks from Celia, Wednesday November 3rd

Strong breeze from the S.E. thick & rainy most all day under short sail, broke out water to day & filled four cask of Salt water

Thursday November 4th

Commenced strong from the S.S.E. on different tacks, at 7 A.M. [illegible] made bearing [illegible] about N.E. heading to the S.W.

Remarks On board Albion. Chatham Island

Friday November 5th
Commenced fine weather. Land all in sight. saw [illegible]

Saturday November 6th
fine weather & moderate breeze from S & E. Lowered after Humpbacks all four boats the Capt took the [illegible]

Sunday November 7th
Fine weather wind from the [illegible] Humpbacks, the [illegible] being about [illegible]

Monday Nove 8
Light breeze from S & E. No whales

Tuesday Nov 9th
Light breeze all day from the N & E. heading to the S & E. At 12 M the Pyramid bore to the N & W
Middle & latter part much like the fore part

98 Weeks from the Little Duck

Wednesday Nove 10th /69
Commenced light. Middle & latter part fresh breezes from the Nd or N & E

Thursday November 11th 69
Strong breeze all day from the N & E. under all sail at 2 P.M. reefed the topsails Pyramid bearing to the N & W

Friday November 12th 69
Bent on old foresail
Strong from the Nd. Employed breaking out water & provisions. at 3 P.M. bent ~~the~~ a old foresail

Saturday November 13th /69
fresh breeze from N & E. Pyramid bearing [illegible] fore part heading to the E. during the latter part of the [illegible] heading to the S & W

9

[illegible] 1

Sunday November 14th /69
fine weather. land in sight. in the morning about 11 A.M. Mr Hall raised whales. lowered all four boats. Larboard boat struck, shot three lances, found line cut off. lanced again to the same whale.

10

Charles D saved 6[illegible] fathom of line

Sunday November 14th/69

& drawed. first part night. Starboard boat struck a running whale, fired two bombs but it was light up, Starboard boat to the windward, parted the line found he was going to take the line out & it being dark. [illegible] on hand then & have kept [illegible] do time. Saved about five fathoms, plenty of whales in sight

Lat 44.58 S Long 175.55 W

Monday November 15th

Fore part rather thick. heading to the N & W. employed fore part getting the boats ready, coiled a new line for the Starboard boat as she lost hers the day previous

Blackfish, Tuesday November 16th

Fine weather all day. at 4 P.M. lowered all the boats after Blackfish, Starboard boat caught two,

Wednesday November 17th

9 Weeks [illegible] from the [illegible] that [illegible] the [illegible]

Light air & calms. with fog.

Thursday November 18th

Commenced light from the Sd. All sail set heading to the Ed. At 4 P.M. bent a M T [illegible]

Friday November 19th

Fine breeze all day. all sail set. wind about E N E. raised the land & stood in to it. Lowered the waist boat & went in to the Pyramid fishing. Latter part light

Saturday Nove 20th

fog part light. Wind from the [illegible] tried out the Blackfish blubber. about 40 galons. Middle part fresh breeze steering to the S W

Remarks on board Bark Albion

Sunday November 21st 1869

Commenced light from the N E at 9 A.M. S.W. Middle part fine. Latter part light from the S E

Monday November 22nd /69

First part light from the Ed. Middle & Latter part fresh from the N E—

Tuesday November 23rd /69

Moderate gale from the S.W. lying too under close reefed Maintopsail. I have been employed most of the day mending old clothes. Laid so down and had a dream. dreamed that Henry was dead had been dead two months. dreamed he died in California

note

100 Weeks from My Dear & Loving Wife

Wednesday Nov 24

Middle part moderate latter part strong

3 23 Months from New Bedford

Thursday Nov 25

Moderate Gale all day. from the S.W.

500 bbls sperm

Friday Nov 26th

light breeze from the W. latter part from the N E — At 4 P.M. lowered all four boats after Humpbacks. Latter part very light—

Saturday Nov 27th

Fine weather all day. Wind from the N E & [illegible] in sight middle part of the day

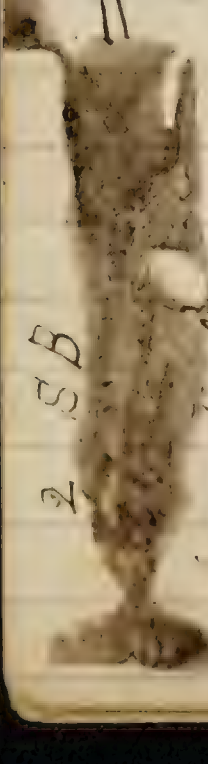
Sunday Nov 28th

Light air & calms. at 5 P.M. light breeze from the Eastward

Monday November 29

Light breeze all sail out at 2 P.M. [illegible] raised sperm whales lowered three boats [illegible] first [illegible] 4 [illegible] struck [illegible] a number of whales in sight [illegible] him along side about 6.30 P.M.

Lat 44.40 S Lon 176 25 W



Cruising of Chatham Islands

Tuesday November 30th /69

Strong breeze from the S & W. called all hands at 4 P.M. commenced to cut, worked all the until 3 A.M. and accomplished for a little, knocked off and turned in

1 Whale

Wednesday December 1st

Strong from the S W. employed cutting a sperm whale parted from the head and lost it. started the works about 6 A.M. Latter part much like the fore part

Thursday December 2nd /69

Commenced strong from the S & E. E employed boiling, cooled down at daylight, rain & wind started to boil again at 10 A.M. middle part a little more moderate, but very rugged boiling it makes a person almost say to himself, I wish I was at home with Somebody

even years ago to day I sailed from home in the
hip. Gov Troup !

Friday December 3rd /69

Strong breeze from the Ed. E employed boiling raised the land at 2 P.M. steering W & N. hove to the wind at — P.M. Latter part quite moderate but rugged.

Saturday December 4th

Moderate wind from the N & E. ship heading to the S & E. finished boiling about 5 P.M.

Sunday December 5th

Fine breeze from the E

Remarks on board Bark Albion

Monday December 6th /69

Commenced moderate from N&E. Employed to day stowing down oil on the port side of the main hatch. Broke out the ground tier and found some of them having [illegible] from heads. about 12 miles to the S&W of the Pyramid

Tuesday December 7th /69

Commenced moderate from the NE. heading to the Wd. Middle & latter part fresh

Wednesday December 8th /69

102 Weeks from
71 d[illegible]

Commenced strong from the N & Ed. rain middle part fine weather heading in to Pitts Straits standing sea watches.

Thursday December 9th /69

fine weather from the N.E. at daylight went in [illegible] Mr Hunt and went over and got about two ton of Potatoes, at 5 P.M. made back to Pitts Island. sent a boat ashore about 11 P.M.

Friday December 10th /69

Light breezes all day from the N&E. boat going back & fourth. brought off a [illegible] ~~[illegible]~~ chain; came to [illegible] in 11 P.M. & [illegible] to the S&W. ~~Maied~~ Made three [illegible]

Saturday December 11th

Light air all day from the N&E. during the fore part [illegible] the anchors & stowed the chain. Latter part calm

Cruising off Chatham Island December 1869

Sunday December 12th/69

This day commenced with a light air from the Ed made all sail Latter part light breeze. Nearly 18 months ago I shortened my sail about 8 or 10 inches (as near as I can remember) on the luff & let it run out to nothing on the aft leach & shortened my mast acordingly. By all acounts it appears the Capt just found it out to dy and asked me what I shortened it for. I became very angry right away as in all ships where I have been it has been customary for the officers to fix the boats to suit themselves including the sails and masts. the captain brought up every thing against me. he says I am no whaleman at all no better then a green hand. I had been a damage to the voyage I had driven two whales from the ship. I had done wrong by picking up a boats crew, or a stove boat and not let them be and go and struck the whale. When the third mate got stove to the same whale & the fourth mate picked him up and I was only a few moments sail behind him (say 5 or 7 minutes) Now we see the Bow boat has done just what I did. & she is not centured or smile whilst I get blamed for doing the same thing & I think we both did what was right. He also says I can leave at any time I want.

& if I had two more whales to my boat I would have given him a chance to put me a shore to day on Pitts Island. I am very sorry I should let my angry pashions get the better of me. And my may God forgive me for so doing. I am now bound to leave. He said he was satisfied with me in regard to ship duty. When I am in the wrong I will not try to evade it, but I want my rights and nothing more. He said the reason I did not get fast to the whale that stove the boat was because dared not (or darsnot as he worded it) I hope he will think other

& be

Remarks on board Bark Albion

Monday December 13th /69

[illegible] in a
[illegible] in topsail
[illegible] 4 P.M.

Commenced moderate from the Ed. Middle and latter part much like the fore part.

Tuesday December 14th 69

Commenced fresh from the E.N.E. by main [illegible] to the N&W. Latter part fresh

Wednesday December 15th

103 Week [illegible]
during the
which I expect
to [illegible] the
course of eight
months more
I have [illegible]
regretting [illegible]
day that I did
not have the
chance to land
me on the 13th
and now I
think [illegible] on
my passage

Commenced fresh from the N.E. during the fore noon double reefed the topsails & at [illegible] and in the after noon took in jib & mainsail I shod watch to-night, the [illegible] was [illegible] with the [illegible] Latter part [illegible] moderate heading to the N&W. [illegible] to New Zealand. if I had thought about the ship [illegible] will be in port next month I should have [illegible] asked forgiveness of him that rules all things. & my answer was to [illegible] has promised to answer and if I hear in prayer why should I [illegible] of what I have done I am sorry I ~~cold~~ could not [illegible] spoke the Capt.; I have not been steady enough to [illegible] in working around a whale, if he allows me to [illegible] not work so careful. & the I get a boat steer he must [illegible] [illegible] on getting the next whale and I hope he will allow me a chance to kill him. that I may [illegible] [illegible] whaleman or not [illegible] at the same time attribute no blame to Mr [illegible] while he was fast to the whale the same as I was. I was [illegible] to have Mr [illegible] come [illegible] or more & then [illegible] when the whale did get [illegible] at [illegible] the boat around and I could not get where I wanted to [illegible] around. & just as [illegible] came up [illegible] was heading [illegible] from ~~me~~ he came up & [illegible] him in a minute after he got there. Now I do not consider a man a whaleman that goes on a whale & [illegible] to kill him, for he is liable to get rolled over or ~~stove~~ & have [illegible] I cannot [illegible] a whale on his head [illegible] I could not [illegible] one [illegible]

0.51

Thursday December 16th 69

Moderate from the N.N.E. all sail set steering by the wind heading to the S&W. Thick [illegible] [illegible] can see not a few miles. I feel [illegible] [illegible] in my mind. & think I cannot [illegible] [illegible] seek often the throne of grace with a penitant heart

Cruising off Chatham Island for Dec 1869

Friday December 17th /69

Fine breeze all day from about N.E. on different tacks shortened sail a little sail to night working to the N & W.

Saturday December 18th /69

A pleasant fresh breeze all day from the N.E. all sail set heading to the N & W. Fore part about 9.30 A.M. Capt Thomas raised Sperm Whales going quick to the windward carried sail day but lost sight of them before P.M. about 8 A.M. raised the Pyramid bearing about N W by N. Lat 44 48 S Long 176 20 W

Sunday December 19th

Moderate breeze all day from the N & E. Middle part working off to the S & W. about 3.45 P.M. raised a Bark Spoke & gammed her Minnesota about 18 months out with 700 sperm during the latter part working back to the N & E

Monday December 20th

Light breeze from the N & E. all sail set working to the windward. one sail in sight

Tuesday December 21st

Fish — moderate from the W. heading to the N. one sail in sight at 4 P.M. raised the land bearing N W by N.

ail boat caught a blackfish

24 Weeks from

Wednesday December 22

Dear — Fresh breeze all day from the NE one sail in sight Middle part steering to the NE at 5.30 P.M. lowered two boats and went in fishing at Starquade [illegible] caught three large squid (Butts) & eight fish. [illegible]

Thursday December 23rd

Moderate all day. one sail in sight Fresh breeze from the S & W

Friday Dec 24

Light air all day gammed with the [illegible] Minnesota [illegible] blackfish. Two years ago to night was a sad night [illegible] dear [illegible] [illegible] [illegible] [illegible] her [illegible] [illegible] the friend to me [illegible] was [illegible] [illegible] oh [illegible] I want to see her

Remarks On board Bark Albion.

Saturday December 25th 1869
Two years from New Bedford with five hundred 95

Fine weather & light breezes from the N.E. one sail in sight, [illegible] bearing nearly South the side. Lilia, it Dear two years ago to day we parted. I have thought of it & to day this day has not been so sad as the thinking of the day was, as I am going to commence a letter to you to night. I shall not write much here for your perusal oh if I could only clasp you this night to my breast I think I might then be happy.

Sunday December 26th
Fine weather all day steering different courses during the day. One sail in sight. Land bearing about N.W. (I guess)

Monday December 27th
L.F. [illegible] caught a B.Fish
Fore part light latter part strong from the S.E. Lowered twice to day after blackfish & once after Killers. at 1 P.M. gammed with the Bark Cleone. 15 months out 225 sperm

Tuesday December 28th
Light breeze & fine weather all day. one sail sight

165 days from the girl I hope to see in the course of the next 7 months
Wednesday December 29th
Fresh breeze from N.E. On different tacks one sail in sight. Land in sight to the

Thursday December 30th 1869
Strong breeze from about N.N.W. under reefed topsails standing to the N. Two sails in sight. have seen no land to day

Friday December 31st 69
Strong [illegible] all day from the N.E. about N.E. passed the Bark Cleone to day

Cuising of Chatham Islands.

Saturday January 1st 1870

Commenced with a whole sail breeze from about N. E at 5:45 A.M. Mr Hall raised a breach shortly after, saw the spouts. Knew them to be Sperm Whales. Bark Minnesota in sight. Set a signal for her, she passed within three or four miles of us but took no notice of us. we hove untill 6 A.M. lowered about 7.30 A.M. Fourth Boat struck a whale & they [illegible] at 1.30 P.M. [illegible] made Land N. W. by E. from 10 to 14 miles I should judge. Lat 44.44 S Long 176.27 W

Sunday January 2nd/70

Commenced cloudy and hazy. [illegible] topsails. Middle part reefed topsails. jib & mainsail in

Monday January 3rd/70

Fore part moderate gale from the N.N.E at 10 A.M. made some sail. Latter part moderate ~~gale~~ breeze. Land in sight, no sail in sight

Tuesday January 4th/70

Fresh breeze from the [illegible] at 4 A.M. put three reefs in the maintopsail

6 Weeks
in the Land
ight fo

Wednesday January 5th 1870

Fine weather & light air. Bark Cleone in sight of our lee beam or quarter. No land in sight to day. Employed in hauling the old & [illegible] boat

k Cleone. 250 barls

Thursday January 6th/70

Moderate breeze all day from the N & E. Gamed with the Bark Cleone Cape Lue

Friday January 7th/70

This day commenced with a fresh breeze from the N & E. about 4.40 A.M. saw the Cleone whaling. about 5 A.M. We raised Sperm whales a pod of four or five going to the leward. lowered the three starboard boats for the whales saw the boats went to the windard & was kept on board. the Captain took my boat. He thinks I cant catch a whale & he kept me on board. ~~[illegible]~~ but I know I can catch one if I have a chance or ever get some [illegible] [illegible] I would stand up for my rights. I would know [illegible] & I was [illegible] or [illegible] some one else [illegible] & I want my rights

Remarks on board Bark Albion

Saturday January 8th/70

Light air & calm all day. Gamed with the Clion. Latter part two sails in sight. Grenada bearing to the N&E from 10 to 15 miles by estimation

Sunday January 9th/70

B.B. Missed the whale.

Light air from the Ed. two sails in sight. About 11 AM saw the Bark Minnesota who lowered shortly at 12 M. Saw the Min- take one along side. & the Clion two " our bow boat went along side of one and the boatsteerer (Cowen) missed it & went forward after he came on board. Capt T— took 3rd boat about 6 bells and lowered but did not go right for the whales. I kept ship. I have not lowered now for the last three times. if I do not lower of course I cannot catch a whale. I know I can strike a whale & kill one now and then. although I will acknowledge I am not expert on killing a whale, by being careful on a fast whale the Capt thinks I cant kill a whale I hope I shall have a chance. I hope I shall improve it & kill the whale although I get my boat stove to pieces for it.

Lat 44 45 S Long 176.45 W

Red Anderson the fair boat in steer today took his lines forward. Jan 9th/70

Monday January 10th/70

Fresh breeze all day from the Nd saw one sail at a distance.

Tuesday January 11th

Commenced moderate from the S all sail set. Middle and latter part fresh. Went over a space of ground but saw nothing.

Wednesday Jan # 12

Strong breeze from the N.W. on different tacks during the day

107 weeks from my Dear & Loving wife & hope often I think of the time when I met M.E. in Dearborn

Cruising of Chatham Island Jan 1870

Thursday January ~~12th~~ 13 1870

Fore part strong from the N & W. with rain at 6 A.M. the wind hauled to the S & W. at 11 AM all sail set, working to the windard. Land in sight about 20 miles distant I should judge

Friday January ~~13th~~ 14 /70

Commenced with a fine breeze and continued so all day from the N & W. all sail set on different tacks, Land in sight bearing on the weather beam Barometer falling gradually

te, Celia. Sometimes I feel almost discouraged. but why should I when I have a helpmeet who is thinking of me all the time, that then cheers me up again. My reputation is at a stake. I have been kept on board the three last times we have seen whales. who knows but what I might have struck one if she had let me lower. the Capt does not speake to me only on duty & not often at that, my feelings is much hurt, he has told me I might leave any time, if I was not a married man I would have accepted the offer long ago I have been in hopes I should get the next whale and thereby save my reputation. Some folks placed as I am would take to the cup but I will not please satan enough for that I will maintain my character let others say & do as they may. I know I am capable of the berth I shipped for, sometimes I hardly know weather I am second mate or what I am, I am very sorry for the Capt to be so set against me, I am sometimes a mind to ask him if I am to to lower any more, if not I could tell better how to shape my course. All I have ever wanted was my rights & that has been ~~all~~ the cause of of all this disturbance. I have killed whales and can do it again if I have the chance & want,
lthough I got my whale I had ought to have [illegible]
ne good weather and I shot a bomb but it went to high. &
[illegible] I am blamed most for not using my hand lance.

Remarks On board Bark Albion

Saturday January ~~14~~15th/70

Commenced with a moderate breeze from somewhere & ended somewhere. Thick and hazy. at 3 PM raised the [illegible], run down for it. wind from the S&W.

Sunday January 16th/70

Commenced light, Middle part the same, latter part fresh. Gammed with the Bark Alcione

Monday January 17th/70

Commenced with a fresh breeze from the S&W latter part it hauled to the N&W. During the middle part took in fore topsail & close reefed the main. latter part more moderate, made a little sail heading to the S&W. Two sails in sight & the Land bearing to the Nd

Tuesday January 17th

Commenced fresh from the N&W. an continued fresh most of the day & two sails in sight

[illegible] Weeks from My Little Chick

Wednesday January ~~18~~19th

Commenced strong. took in fore topsail foresail & close reefed the main topsail with an abundance of rain. wind hauling from the Nd to the S. and blowed quite fresh. heading to the S&W. latter part more moderate. wind hauled to the westward of Sd

Thursday January ~~19~~20th/70

Commenced strong from the S.W. at daylight set a close reefed foretopsail, steering N.W. & N. at 8 A.M. made the land ahead, the Bark Alcione started to go in. at 5 P.M. raised another sail to the S&W.

Friday January ~~20~~21st

Commenced moderate. latter part strong from the N&Wd. one sail in sight

Saturday January ~~21~~22nd

fore part strong from the S&W. Middle and latter part moderate. gammed with Barks Alcione & Minnesota

Sunday January 23rd /70

Commenced moderate from the W.S.W. Middle and latter part strong from the N.W. two sails in sight at 7.45 PM wore ship standing to the S.S.W. Granade bearing N.W. about 10 miles or there about. How I wish I was on my passage home to my native land there is nothing to encourage me to stay on board of this ship. I hope & pray the day may come when one may see he is in the wrong and is doing a great injury to another one. I may have worked to careful around fast [illegible] if one man thought so why did he not say so long ago and then I should have done different in regard to fast whales I will run as much risk as the most of men, have I been upwards of sixteen years at sea and learnt nothing in whaling? I should think so to hear some talk, Although I will not take the accursed cup although every thing goes wrong. It shall not be seen that I turned out to be a drunkard. I have got more strength of mind then all that. I have not written much of late to you Dear because I expect to join you before the close of this year

Monday January 24th /70

Commenced strong from the S.S.E. at 6 PM kept off running for Tilts Island. Between the hours of seven & eight hoisted an American Ensign at the mizen peak. This is the first time an American Ensign has been hoisted on board of the Albion since I have belonged to her, about 5 [illegible] M.T.G. sail, Lowered the Waist boat and went ashore between 1 & 2 PM. about that time hoisted the American Colours again

At 7 PM the boat came on ~~boo~~ along side with 11 bags of potatoes. Capt T did not come but spent the night with a Mr Hunts family, as he once lived several months with them after being wrecked and no doubt but what he seems dear to them

Tuesday January 25th 1870

25 Months to day from New Bedford & Mr Darling wife Cel
560 bbls of Sperm oil. Capt T holds no communication with M
Commenced strong from ... lying off an
on at Pitts Island. about 9 or 10 A.M the Capt came o
board. brought off 6 bags of Potatoes. Middle part very st
or rather furious to 11 A.M. during the afternoon
moderate. Latter part strong again from the NW. tw
sails in sight and also the land

Wednesday January 26th 70

169 Weeks from my Loving & I believe True wife
Commenced fresh at 4 A.M moderate at 7 nearly cal
to sails in sight and the Pyramid bearing about N
at 9 A.M. Gammed with the Minnesota. took a cask of Bread fr

Thursday January 27th/70

Fore part light. took a cask of Bread from the
Minnesota this morning. Middle and latter
part strong. Employed ripping up an old ji
& repairing one which came from the Minneso
saw both ships to day and also the land.
How often I am inclined to think I did not leave and go i
in the Sch Rifleman about 6 weeks ago and then perhap
I might have been on my passage home or else gone North
I expect the boat is taken away from me. I
intend to ask him soon whether he has or
not. I don't believe there is any law that w
allow a man to destroy a man's reputation
I can prove I have caught a few and killed
a few whales. and I can do it again. and I
mean if I live to find out what the Englis
law is

Friday January 28th 1870
Commenced moderate from the NW. steering different courses. saw the land and also the two sails Latter part Light. Employed with making

Saturday January 29th
Commenced strong from the [illegible] at 8 AM took in foretopsail foresail & close reefed the main. Middle and Latter part fresh gale from the W S W

Sunday January 30th/70
Commenced with a moderate gale from the W S W at 6 o'c AM made some sail. Middle & latter part strong breeze. under double reefed topsails courses & jib & spanker. About 7 P.M raised a finn whale, raised by Harry Smith & John Green lowered the three larboard boats the whales going quick to the [illegible]ed, away before the wind got nearly to them by dark, came along side without success. [illegible] bearing N E by N. about 15 or twenty miles off

L 44.58
176.00

Monday January 31st 70
Commenced strong from the W S W and hauled in to the NE saw one sail and the land. Latter part moderate gale.

Tuesday February 1st 70
Jones Kelley Birth day. Fifty years of age to day
Commenced with a moderate gale during the forenoon no mastheads. During the afternoon mastheads and made a little sail Latter part quite a fresh gale from the S[illegible] Bark Minneola in sight and the land
All hands appear to have a cold. I feel real sick myself. a went and turned in, all to suffer if I was sick enough to die I hardly know they would offer me any medicine or not. [illegible] it can't be much longer to the longer I hope.

Remarks On board Bark Albion

Wednesday February 2nd/70

Commences with a fresh gale from the S[illegible]
& continued fresh all day. no mastheads to
day and as there was nothing doeing on
deck to day & half of the watch below. I have
been laid down all day sick with a cold. I had
ought to have taken some physic but as they
[illegible] me none I would not ask for any
when it was known I needed something. for
when I dont eat I am generaly sick. the
Capt has no conversation with me any
unless it is on shipduty. He may think he
is doing something pretty smart by not
letting me lower in boat. but I dont
believe the English law will alow to ruin
a mans reputation (the Bark is under
English colours) and if I go to Auckland
N.Z. I shall try to find out. if I should
have some one up with a roundturn, so
to use a sailors phrase, they would be some
=what surprised. I sometimes feel as though I
should lose my reasons, and if I should you
may know who was the cause of it—

116 [illegible] from my [illegible] and [illegible] [illegible] the [illegible]

Thursday February 3rd

Strong breeze from the S & W. one sail in
sight at 6 P.M. [illegible] bearing about
N.W. I feel much better in body to day
my cold being better

Friday February 4th

Caught a Whale

Fine weather all day during the afternoon [illegible]
to the S & E. at 5 PM lowered after killing the
Larboard caught [illegible] in [illegible] the [illegible] out
I never saw caught— although have lowered a [illegible]
of times for them. The Captain lowers the Starboard
boat—

Saturday February 5th/70

Commenced with a fine breeze from
at 5.55 A.M. I raised a Sperm Whale at about 8 A.M.
lowered all four boats the Captain lowered the Star-
-board boat. Larboard boat struck whale drawn, how
in a drug iron but did not bring him too
12 Starboard boat bent on and afterward L.B.
took her line again & cast off L.B. line and
before getting it bent on again whale took L.B.
line but previous to that B. Boat fastened and
line parted. L.B came along side & coiled another
line. whale going to windard chased until 3.30 P.M.
lost sight of him boats came along side at 4.
strong breeze from the S&W. double reefed the
topsails and furled the Mainsail. saw nothing
more of the fast whale or the loose ones.
there was 8 or 10 whales I should think, perhaps
more and perhaps not so many. at 7 P.M.
Pyramid bearing to the S.E. perhaps W&N W,
can't say as they did much better than if I
had lowered. But feel quite pleased to think that
I raised the whale. if they did not let me
lower they can't stop me from trying to
raise whales as long as I stand mast heads.
Pyramid this morning bore about W & N W

4428. 176.08

Sat Sunday February 6th/70

Commenced light from the S&E. latter part from
the N.d. Steering to the S.W. saw the Son Clem
boiling. Commenced No 52 to Celia to day

Monday February 7th/70

Commenced moderate from the N&E. broke out
water and filled several cask of salt water, at 6 A.M.
lowered after Blackfish. The two mates boats each
caught one. the Capt caught one. it being the
first one he has caught this voyage, at 8 A.M.
wind N.W. saw to sails to day. the land is now
bearing to the Westward

Tuesday February 8th/70
Fine weather all day. first part wind from the W
Latter part from the E. employed boiling out
=lsk. Clone in sight under short sail
steering down

111 WEE Ri
bilia Dear

Wednesday February 9th/70
Mon at all day. at 4 PM gammed with the Minn
got three cask of Beef & one of Molasses.

Thursday February 10th
Fresh from the SW. steering NE at 6 PM lowered
W. & Bow boats after Sperm Whale. Waist boat ste
=ered the other two boats. the Capt taking the 4.
about 10 the boats all came alongside having cu
from the whale. shot two bomb lances at him
but got no blood from him.
Raised the whaler Mermaid bearing
nearly N. about 100 miles distant. two sails in
sight but both tacked & stood to the N. before
we lowered 44 26. 174 35 W

Friday February 11th/70
Strong breeze from the NW. steering to the
Westward at 6 PM. Mermaid bearing to South
Latter part strong

Saturday February 12th
Commenced strong from the NW. under
double reefed topsails courses & jib. Latter part
wind from the SW. thick & hazy all
day

Sunday February 13th/70
Strong breeze all day from the
under short sail. To night the Capt inform
=ed me I could get a chance to go up to the
Bay in the Bark Minnesota

Monday February 14th/70

Commenced moderate from the N&W. Middle, fan strong from the Wd. at 6 P.M. wind hauled around
Ate about & wore ship heading to the Wd. To-night I have been packing a box which I shall leave on board & Mr Hall will forward it by some ship home=
= ward bound.

Tuesday February 15

Commenced moderate at 12. M strong breeze under short sail. at 6 P.M close reefed Maintopsail at 7.30 goose winged the topsail. blowing strong. Barometer at 7 P.M. 28°,5'9 2/5

Wednesday February 16th

12 Weeks my Wife was sick with Strong gale of wind from the W S.
I have been sick all day with the sick headache
Dr Kane died Feb 16th 1856, or 1857

Whales Thursday February 17th

Fresh from the N.W at 6 A.M. raised sperm whales by the writer. Lowered the three larboard boats. Waist-boat struck B.B. killed, took him along side about 1.30 P.M, had awful hard luck cutting, parted two fluke chains. cutting pennant. it is a great wonder that no one got killed. saved the body. & let the head lay on the carcass. with the intention of cutting it the next day. but the fluke chain parted and away he went.

4

Lat 44.23 S
Long 174.45 W

Friday February 18th

fore part wet & rainy. at 1 P.M. started the works heading to the S.W. wind from the S.E.

Saturday February 19th/70
Commenced strong from the W. fore part head to the N & W latter part to the S & W. latter part wind from the N.W. steering N & W
Employed boiling

Sunday February 20th/70
Mr. Hall Gave me a Gold ring to Night And one & pare two of [illegible] the other one [illegible] For B. Bifford of [illegible]

Commences moderate from the N.W. veering to the W & S. at 8 A.M. close reefed maintopsail foretopsail & foresail in, finished boiling at 7 A.M. decks all cleaned up before 12 M. At 7 P.M. Spoke the Bark Minnesotia Latter [illegible] strong [illegible] from the N.W.

Monday February 21st/70
Commenced [illegible] from the [illegible] at 4 A.M. hove square at 5 took up the boats and struck the oil down between decks. at 6 P.M. braced our yards round to the Westward heading S. after finishing stowing down took in the maintopsail & [illegible] again at 12 M. moderate [illegible] from the N.N.W. at 4 [illegible] took of the sea fire, at 5 P.M. saw a [illegible] on the weather quarter Bark heading S.W.

Tuesday February 22nd/70
Commenced strong & [illegible] Minnesotia in sight steering different course. After 4 P.M. took out the oil from between decks.

W.M.K. gave [illegible]

Wednesday February 23rd
[illegible] Employed stowing down oil [illegible] Latter part heading [illegible] 4 P.M.

Thursday February 24th
Fore part strong & hazy wind from the [illegible] middle part wind [illegible] the [illegible] [illegible] Boat in 4439.

Friday February 25th/70

6 Months from New Bedford

Commenced fresh from the S.W. (about S&W) about 11 A.M. Andrew raised Sperm Whale going quick to windard at 3.30 P.M. out of sight to windard. going so fast there was no chance to lower. Latter part light. Lat 44.41 S
Long 174.41 West

Saturday February 26th/70

Commenced fresh from E.N.E. steering to the S&E. about 8 A.M. the Writer raised a large lone Sperm Whale. got the Ship to the windard of him and lowered the Larboard boats at 11.25 A.M. about 12 M. the bow boat capsized. took it along side and had it hoisted up about 2 P.M. The Larboard & Waist boat both went to the Bow Boat. & saved about everything. It came in thick by spels and we lost sight of the whale. the whale had been going to the windard but the last few risings we saw of him he was working to the Leeward.
This is the first lone whale we have seen on this ground this season or the first one we have heard of. In fact it is the first one we have seen on this ground this voyage Lat 44.50 South
Long 174.38 West

Sunday February 27

Commenced moderate from the Nd heading about West, thick fog all day. under easy sail

Monday February 28th/70

Birth day 27 years of age. I opened to day my last can of Peaches which I had put in the Napoleon. This day commenced light from the E with frequent squalls of fog. steering N.W. Middle & latter part fresh breeze at 5 P.M. spoke the Bark nnesota and gamed with her

Remarks on board Bark Albion of
Chatham Islands

Tuesday March 1st/70

Commenced strong from the N.N.E. thick & rainy Bark Minnesota in sight. Saw the land several ti during the day. at 12 M. had the Maintopsail close reefed & put the boats up on the second tier,

Note I have my things now nearly all packed all ready go on board of the Minnesota, The Capt is so dissatisfied with me that he has charged me with stoven boat that we lost and every thing pertain to her, Celia if my life is not spared to return, nev settle any such bill. unless you find the ~~boa~~ la will give it to them, for I haven't believe any law will give it to them. I received an order to day f M. Anthony for the sum of $4.50 cts for things I le him have. There is two Kanes in my chest whi belongs to our Steward. (Joseph Fernandez of New Bed Latter part heavy gale

114 Weeks from the Gi that Loves and old man like me.

Wednesday March 2nd

Commenced with a strong gale of wind from the on the Starboard tack. Latte part heading about S.S.W. Middle & latter part more moderate than the fore part. wind about S

Thursday March 3rd

Commenced fresh from the S.S.W. on the wind latter part heading to the S.S.E.

Friday March 4th/70

Commenced fresh from the N.N.W. steering of t N.S.E. Employed repairing the Mainsail

Saturday March 5th/70

Commenced fresh from the W. Middle part moderate. latter part light. at 4 P.M. lowered the Bow boat out & took in the Starboard

44, 52.

15

Sunday March 6th / 70

Commenced moderate from the W. at 5:30 AM Edward Cowen raised sperm whale. lowered three boats raised another & then the Captain lowered. W.B. went on one but the whale heard something & got out of the way. darted but too far off. L Boat struck. whale brought to. fired one bomb in him but did not doe him any thing. went down & parted the line close to the iron, or a short distance from it. chased the whale to the windard. until about 8 P.M. whale going to the westward. wind at 5 P.M about SW. latter part fresh breeze Lost

Leary

Monday March 7th / 70

Commenced fresh from the Middle part calm. with a very heavy swell running Latter part strong from the NWE

Tuesday March 8th / 70

Commenced moderate main concluded. (I dont rightly remember) Middle & Latter part a good nice gale of of wind. at 10 P.M. had a shift of wind & it came from the N.W. close reefed the main topsail. at 4 made sail again. at 5 took it in again. at 9 took in the maintopsail heavy squalls with hail. stood watch to-night

stick from
...rang
to
called the
any man
...ing

Wednesday March 9th / 70

Commenced. with a strong gale of wind from the Westward. lying to under bare poles. at 10 A.M set a close reefed maintopsail. & topmast staysail ... [illegible] watch as he has the Asthma. To day I had a beautiful dream of my Beloved Wife, it being the first time for a long time. I was sitting by the side of her talking ... kiss her. oh how natural. I awoke ... [illegible] ... small ... confined ... [illegible] ... a half months ... Good night Wife. George

Thursday March 10th /70

Commenced strong from the W.S.W. Middle and
latter part wind about W.N.W. under two double
reefed topsails & foresail, heading to the S.W. the Cap
employed fixing the Starboard boat,
The days are now shortening quite fast. it is daylight
at 5 A.M. & dark at 6.30. ~~as~~ or rather it is sundown
before that time, I am now looking anxiously for
the Minnesota but am fearful we will not see
her again this season. if not I suppose I shall not
get up to the Bay untill the Albion carries me
there. How I should delight to have a letter
right from My Darling Wife. as it is over one
year since my last letter was written. oh what
a long time. and one year to look forward to
how long it looks but it passes swiftly away
over two years has passed since I left home. but
the affection is as strong as ever for her whom I
have sworn to love & protect. I would that I could
this evening clasp her in my arms. would that
I could ear clasp the hand & join with the heart
in adressing the throne of grace. but my heart
is so wicked. may God give me grace to overcome
& come of conqueror.

Friday March 11th /70

Commenced moderate from the W.S.W. and
fore much like the fore part. Latter part only
quite light air. at 3 P.M. the Writer raised
Sperm whales on the weather bow, Starboard bow
five miles off. quite a school of them, & the
out one side about 4. lowered all four boats
the Captain taking the starboard boat. the
whales appeared to be coming ~~fast~~ when first
raised but shortly after the boats lowered they
went to windard out of sight. the boats
all came along side about dark. Lat 44.46 at 1
Long. about 174.40 West

Saturday March 12th/70
Commenced fresh from the NW. with light rain continued raining all day. put the Starboard boat out & tooke in the spare boat at 8 AM. some men had been traiding clothes with a Feejee Kanaka. the Capt made the men give them back. as he had forbiden all hands traiding clothes with them. one man (Turner) he sent aloft and kept him there untill 6 PM

Sunday March 13th/70
Commenced fresh from the Sd. steering W. & the fore part under a little sale sail. at 5.30 AM made all sail steering about NW. at 6 AM made the land Pymans at 4 PM lowered the Waist boat the Capt & mate going on shore at Pitts Island, Turner aloft all day untill 4 PM then called him down. at 5 PM wind about W S W. To day I have been reading over some of Celia's old letters & I want to come home right away. if I did not get no letters from home it would not be very hard for me to stay from home as long as I was making something. the desire to see my Wife is very great & when I come to read here & there learn the same from her. about 12 Midnight the boat came from shore & then I learnt the Bark Minnesota had left here one week ago and so there is but a very slight chance for me to see her. & so my prospects of going to the Bay have faded away untill the ship goes up & this is a very sad disappointment

Off & on Pitts Island after Potatoes

Monday March 14th/70
Commenced strong from the Westward ship under reefed topsails. lying off & on Pitts Island. at 7 AM two boats going ashore. brought off about 30 bags of Potatoes. at 4 PM Bow boat went fishing. at 6 boats came from shore. Kept the ship off for Tewbong beach & picked up both boats. the Bow boat found but a very few fish. latter part tooke in foretopsail

Remarks on board Bark Albion

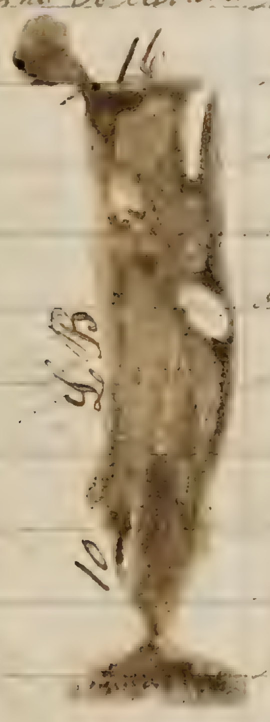
Tuesday March 15th 1870

Commenced strong from the Westward all sail[illegible] made sail, standing down to Round Island & the two quater boats went in fishing. to day I have felt quite unwell. last night I eat some strawbery tomatoes and I guess they did not set very well & then I eat fride cabage for supper. The wind has been very light most of the day. The boats returned at 5 or 6 with a good lot of fish. so ends [illegible]

116 Weeks from My Loving and Ever endearing Wife. Would not I delight to lay my head on her bosom to night & being her comforter & enable to enjoy a Kind Husband

Wednesday March 16th 70

Commenced fresh from the S. W. of [illegible] [illegible] ship of E by N. Maintopgalantsail set & double reefed forward. About 8.30 A.M the [illegible] raised Sperm whales. [illegible] the three boats. the Larboard went on & missed & the [illegible] went on (I think the same whale) and struck, the [illegible] then I went down & help kill him. The whale [illegible] it was some time before they killed him tooke him along side and got all ready for cutting by 6 [illegible] with the exception of the bluber room. stood boats crews and broke out water during the night



Thursday March 17th 1870

moderate all day with some swell. Commenced cutting in & got the case in just dark. set the watch & cleared away the larboard watch having the first watch out. I [illegible] see much of the Albions good qualities about cutting [illegible] I like her very either way. but I am afraid of the cutting gear. to day we parted one fluke chain. either the cutting gear is good for nothing or else the Albion is a bad ship to cut. We parted one [illegible] before the [illegible] whale

Friday March 18th

[illegible] at day at 6 A.M. [illegible] raised sperm whales going quick to windward. lowers three boats and tride [illegible] [illegible] came aboard & started the works at 8 A.M. the [illegible] raised a whale of to [illegible] as [illegible] lowered [illegible] see him again no doubt [illegible] what it was another whale. think there is a plenty of whale here.

~~Saturdy~~ March 19th /70

W. below or

Commenced with a moderate gale of wind from the S & W heading to the S & E. at 7 P.M. cooled down at 12 M wore ship heading to the N & W. Moderate gale with rain.

Sundy

Monday March 20th

Commenced with a moderate gale from the S & W at 1 P.M started the works. middle & latter part a little more moderate

~~Sundy~~ Mondy March 21st

Commenced strong from the Wd & continued so all the rest of the day Employed boiling. finished the whale at the end of the day

~~Wednesdy~~ Tuesdy March 22nd

Commenced strong from the S & W. Employed [illegible] down. at 6 P.M. made a little more sail heading to the N & W.

17 Weeks from My Darling Wife & how I long to see her. I have not written any to her this month. this being the first month that I have not written any to her since I left home. for the reason has been because I expected to have been on my passage home before this time. but have missed it & now I do not see any chance to leave before we get up to the Bay Last night I dreamed of being there & receiving twenty two letters.

Wednesdy

~~Thursdy~~ March 23rd

Strong breeze from the S & W. on different tacks under short sail. carrying sail & trying to work to the Westward standing sea watches at night

~~Friday~~ Thursdy March 24th

Strong [illegible] from the S W. under short sail on different tacks working to the windward. standing sea watches

[illegible] from [illegible]

1700

Friday March 25th Strong wind [illegible] S. [illegible]

the S & W. [illegible] took in topsail & [illegible] foresail [illegible]

[illegible]

Bark Albion cruising to the Eastward

Saturday March 26th 1870

Commenced strong from the Sd. Middle part from the S.
Employed repairing the Foresail. at 10 AM sent down the Main=
=sail & repaired it. at 5.30 PM sent the topsail aloft again
Latter part much like the fore part-

Sunday March 27th/70

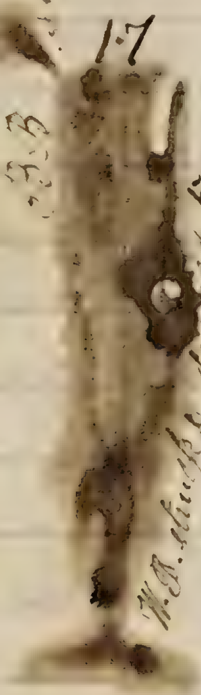
Commenced strong from the S.S.W. under short sail
at 1 P.M. set Mainsail & jib. latter part fresh breezes
from the Wd. steering S by E. all sail set-

Monday March 28th/70

Commenced fresh from the Wd & continued
all day steering nearly S by compass. Employed in
Ship duty. at 6 PM hove to the wind under
close reefed Maintopsail. Standing Boat crews, at
night

Tuesday March 29th/70

Commenced strong from the S.S.W. heading to
the W. at daylight made sail. steering E.N.E. a part
of the forenoon. at 9.15 Benjamin E. Brown
raised a white water. (supposed to be a sperm whale)
at 9 A.M raised us) (Sperm Whale bear the wea
beam about a fourth of a mile off, lowered the
three larboard boats. Waist Boat struck & drawed.
Bow Boat went on fastened both irons and
got capsized. after the Waist Boat struck, the
Capt lowered. Mr Hall picked up the boat's
crew & brought alongside & hoisted up on the
Starboard cranes. I was aloft but did not see
the whale after the Bow Boat struck. they
they saw him from the deck a short distance from
ship. I suppose I must have overlooked him. The B.
lost her line & bomb ~~gun~~ gun & sail Lat 44.26 S
Long 174.12

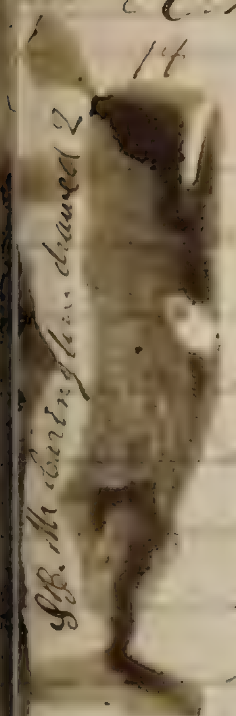


1
33
17
sank & 9 capsized
W.B. struck & drawed 5

Chatham Islands, March 30th 1870

(Mistake from [illegible])

14



S.B. Mr Carrington drawed 2

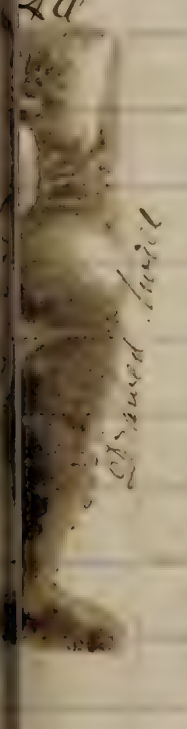
Wednesday March 30th/70

Commenced [illegible] fresh from the S.W. under short sail at 6.40 A.M. Rainsbury Jim raised Sperm Whales lowered three boats. Mr Harrington took the S. Boat his boat being in on deck repairing. S. Boat struck & drawed. the iron did not toggle. Shortly after the Larboard Boat struck cut line & parted. The whale went to windward. a large body of whales scattered large whales.

Lat 44.26 S
Long 174.13 W

20

Thursday March 31st



drawed twice

Commenced fresh from the N.W. [illegible] under double reefed topsail jib & spanker heading about S.W. About 12.30 P.M. Harry Smith thought he saw whales [illegible] one point on the lee bow. at 2.15 The writer raised Sperm Whales. lowered three boats. Mr Carrington taking the Starboard boat. S.B. went on and drawed hauled in & went on again fastened and drawed again the iron not toggled. the L.Boat then came near striking after all that. I never saw whales [illegible] as [illegible] as these. I saw [illegible] whale [illegible] to do. the whales was working to the S.E. the B. boat [illegible] at 6 P.M. Latitude 44.32. Long 174.34 W

Friday April 1st/70

Commenced strong from the N.E. W. under short sail, about 8.30 Isaac [illegible] raised a Sperm Whale going to the windward lowered the three [illegible] boats. raised one more whale going quick straight to windward chased until 11.30 A.M. then came alongside. at 12 M. squally & rainy. took in foresail and foretopsail. set them at 1.30 P.M. at 3 P.M. wind shifted to the Southward & W. at 4 took them in again & furled them. rainy Lat 44.51 South

Saturday April 2nd/70

Fresh gale of wind from the S.E. heading [illegible] wore ship. Middle part heading S b E & S.S.E. Middle and latter part mal moderate. wind about W.S.W. [illegible] part [illegible]

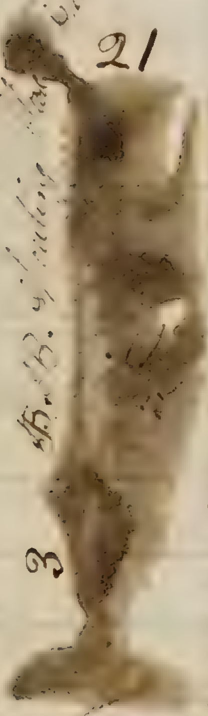
Sunday April 3rd /70

Commenced with a fresh gale of wind from the W
to raised for mastheads

Monday April 4th /70

Commenced fresh from the N.W. heading to the
with hard wind from the S.S.E. I had a watch
below this forenoon as I stood watch last night
during the forenoon [illegible] our water & [illegible]
salt water for ballast At 11.50 AM I came on deck and
saw the [illegible] have [illegible] the [illegible] of the
head with his [illegible] hand. Saw him strike him a num
of times and kick him a number of times. I saw him down
three times. sent him aloft during his watch below this after

B. B. 9 [illegible] whale [illegible]



Tuesday April 5th /70

Commenced fresh from the S.W. at 7 AM. Mr Gill
raised Sperm whale lowered three boat. Mr [illegible]
on board as he was [illegible] the boat taking his boat
(Starboard boat) about 1 P.M. Mr Carrington struck a
large whale run with the windward. tried to
get second iron in but did not succeed got h
spouting blood [illegible] & when he sounded he took h
line as he did not have but one tub. chased
him until dark. whale going to the S.S.E.
at dark Lat 44.38 S - Long 174.17 W

119 Weeks from M.) Wednesday April 6th /70

Light blue [illegible] (Commenced strong from the S.W. heading to
S. at 4 P.M. close reefed M.T. sail and furled the
foresail. Looking all day for the wounded whale. W. A
was kept aloft this afternoon his watch below,

Thursday April 7th

A strong gale of wind from the S.W. [illegible]
[illegible] at 8 AM wore ship in. at 4 P.M. [illegible]
heading to the S.W. [illegible] on deck [illegible]

Friday April 8th 1870

Commenced with a moderate gale from the WSW during the day under two close reefed topsails & foresail heading to the S. at 4 PM wind about W. W. Luther aloft from 12.30 PM to 5 PM punishment

Saturday April 9th/70

Commenced strong from the WNW heading to the SSW at 12.30 PM wore ship heading NW at 4 PM steering W by S. foretopsail in. Willie aloft all the forenoon, All hostilities ceased to night between W & A

Sunday April 10th/70

Commenced moderate from the SW at 6 AM made sail steering by the wind heading about WNW. all sail set, Latitude S Long

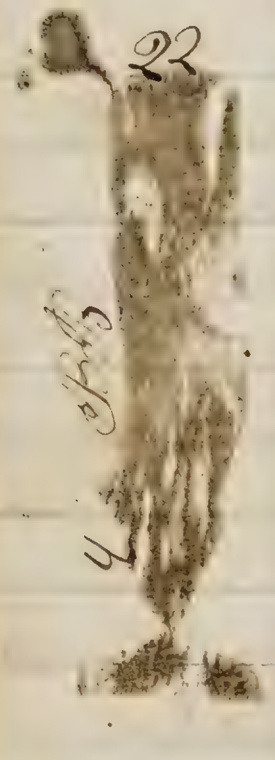
Monday April 11th/70

Commenced with a light air from the SSW steering about WNW about 2.30 PM the writer raised Sperm Whales one right on the lee bow lowered all four boats the whales started & quick to windward the whales went out of sight to windward at 4½ PM lost sight of them from the boats [illegible] along side at 5 PM. at 5 Mr Hall raised a sperm whale going to the [illegible] lowered all four boats but so near dark saw them for one rising. they showed a very strange I think had there been enough daylight. The first whales was going about S or SSE and about a dozen of them Mr Hall called them Cows but I called them 60 or 70 barrel bulls & I should not be alarmed if some of them was a hundred barrel whales at times whales is very deceiving.

Hove [illegible]

[illegible]

Crusing to the Eastward of Chatha



Tuesday April 12th /70

Commenced with beautiful weather from the [illegible] and smooth. at 6.30 A.M. Mr Carington raised Sperm Whales. lowered all four boats the Capt taking the starboard boat. S.B. struck, ~~L.B~~ L.B. [illegible] on, whale sounded heavy. L.B. lying by the L.B. [illegible] went on but the iron drew and away the whale went to the windard. came along side about 9 A.M. at at 5 saw another whale one rising on the weather bow, & then it was dark Lost & Gone

120 WEEKS

Wednesday April 13th /70

Commenced moderate from the E.N.E. & continued so all day. Started boat saying. steering to the S. then to the N.E. to the S.E. has saw nothing too. to day rove new legs to the M.T.S. buntlines

Thursday April 14th /70

Commenced fresh breezes from the N.E. heading to the S.E. Middle and latter part heading to the N.E.W. This morning at 6.30 A.M. the Capt told me to stand watch. Mr Carrington having all night in [illegible] place I suppose he gave me the watch on account of Mr Carrington having the Asthma or Phthisic something of the sort. at 6.30 P.M. [illegible] single [illegible]

from a thief woman I long to see her but at the same time I long to regard a reputation. had I not been so long from home I would not think of going home I would show to my friends and my [illegible] not have a bad opinion of me believe I would dear girl to see you to night [illegible] sometimes I get so ~~cross~~ cross I hardly know what to do I feel so at night when I come to think of that man staking my boat it makes me mad and I can't help it but I hope I shall be able to [illegible] with him in law. if there is any law and justice I [illegible] I would not trust a Bedford Lawyer. I dont think.

Islands. Among a plenty of whales

23

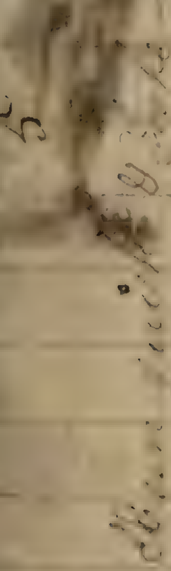
1 Sperm

Stove & drawed

Friday April 15th 1870

Beautiful weather and pleasant weather wind from the N.E and smooth sea. At daylight Joseph the Boatsteerer raised sperm whales going quick to windward at 7 20 A.M lower the three larboard boats. Whales milled around and headed to the leeward and came together all going to the leeward. Waist boat went on a whale twice but did not get fast. the first time the whale saw him after the whales started to the leeward the Capt lowered the Starboard boat. in the course of a couple of hours he struck got stove and the iron drawed. about five minutes after the Bow Boat fastened whale run quick. C.H. lent him a hand. L.B. darted twice. boatsteerer got too far off. after being fast about two hours whale commenced running in a gam of more whales. and cut the line. ~~boats came~~ S Boat came along side about 1.30 P.M. the other three boats about came along side at 4 P.M. middle & latter part wind very light. Whales in abundance most of them going about W S to W. during the afternoon. ~~Some~~ saw a number going to the Eastward. I don't know what others may think. but as for me I do not believe but what I should have done as well as the rest of them. I don't think the Capt has made much by taking the [illegible] from me. I pray to God that he may yet have to acknowledge to me that he has done wrong. if I was a true Christian I should certainly say it was in [illegible] but [illegible] I think differently. Who knows but what then I might have struck as many as another boat and established an undying reputation. Mr Carrington had not struck a whale before this voyage and now he has struck five and has not missed. I will [illegible] at a time when I come to [illegible] all under the [illegible] I hope [illegible] [illegible] [illegible] [illegible] [illegible] out of this ship. this being where you are not wanted makes it [illegible] pleasant all around. I cannot see as any of these smart folks are any better [illegible] common folks.

24



B B

5

Stove whale & drawed line

Saturday April 16th /70

Commenced with a light air from the N.E. & E and continued so all the day. working to the N.E. saw nothing to do but a finback. Starboard boat on deck fixing. We have seen whales forty eight times this voyage and have taken about seven 700 hundred barrels. During the first twenty four times we saw them we took five hundred & sixty barrels. then the Captain took my boat away from me, & took it himself. since that time we have taken about One hundred & forty barrels. During the last 24 times of seeing the whales we have struck thirteen large Sperm whales & saved one whole one and the body of another. And now I will ask the reader how much less oil do you think we should have got had I had my boat all the season as I had ought to have had. We have lost all our lines but three boats lines. I think we have lost Seven lines. Mr Hall two myself one. Mr Foddy one. Mr Carrington three. I wonder what Mat Gifford will say when he hears this.

Sunday April 17th /70

Commenced strong from the S.E. at daylight made sail heading about N.E by E. about 3.30 Mr Hall raised Sperm whales. at 4.20 P.M. lowered the three waist boats but it being so near night there was only one chance. saw one or two whales just dark [illegible] us from the boat. and saw [illegible] quick to windward. perhaps one of the boats ran over one of the whales. but there was no chance to ascertain how far they were under water before we lowered as there was but a little daylight.

Lat S Long W

Monday April 18th /70

Commenced ~~strong~~ light from the S.E. Compass in ship still. steering to the [illegible] middle part during the afternoon [illegible]

Lat S
Long W

Tuesday April 19th /70

Commenced nearly calm. Employed repairing the M.T. Sail bent it again at 3 P.M. light air from the N.E.W.
As I had the dog watch below I was intending to take it all. after the commenced to shorten sail. the boss came & sung out for me. the reason I did not go up, was this. I & Mr. Watts have a regular sea watch to stand. & I believe the Mr. K & Mr. Carrington have slept below of late when they have shortened sail. So I suppose it is for spite. well all right. as long as I am well & able I ought not to complain. well it cannot be very long for the longest. In all of my going to sea he is the first boss or officer that ever tride to harm me.

weeks Wednesday April 20th /70

Fine weather and pleasant breeze from the N.W. steering different course. saw nothing but a finback. Last I
[illegible] in my berth just before I went } Long
[illegible] thought of seeing my Loving Wife, I was just to sleep. but
[illegible] with my eyes closed. & for about one moment
[illegible] I looked down and saw you, it seemed as you you was
[illegible] your head on my right shoulder, it was as natural as
[illegible] it was not a dream. I cannot think as I opened my eyes
[illegible] I was awake, it was something which was not natural
would be nothing [illegible] experience the [illegible]
[illegible] although it lasted only a few moments. P.S.
[illegible] not write much of late as I expect to meet you my
summer. God grant that I may. George.

Thursday April 21st

backs Commenced with a moderate breeze from the N.E.W. nearly N.W. steering to the Wd during the forenoon. & during the afternoon, steering to the S.E. Saw several finbacks & c. & a very few gonies and small birds. I have noticed that there is a plenty of birds on this ground when there is any whale in sight.

Remarks on board Bark Albion

April 22 Friday

Commenced foul wind from the N.W. some rain, Latter part wind from the S.W. Raining over the ground but saw nothing Lat Long

Saturday April 23rd /70

Sav his head and M

Commenced moderate from the S.S.W. all sail steering to the W.d. about 11 A.M. Mr Carrington raised Sperm Whales. lowered about 1 P.M. Waist Boat struck, had no trouble with him, but was a long time getting good blood on him, as squirmed about so. he did not run any to speak of, nor did he sound any to speak of. I don't know who killed him but think it was between the L.B. & B.B. I think they was nearly an hour getting blood on him, although they was all the time on him, took him along side and got the fluke chain fast about sundown took a shackel of of the Bow chain for a fluke chain as we had, had one or two part before this. Worked on about 7 P.M. and cut the rest of the night. she cut very well. Lat 44.29 S Long 174.29

Sunday April 24th 70

Bar 24.18 9/5

Lost a large Whales Head
Gale of wind from W.S.W.

Commenced light from the W. Compl cutting at 2.30. all hands went below and turned in untill daylight (6 A.M.) with the Exception of the Bos. turned to at 6 A.M. finished cutting the body at 11. stuck the head out with the chain & hawser. but the head sunk, got breakfast at 12 M. cleaned up the decks and all hands but a quarter watch went below, raining & blowing fresh. about 8 P.M. the hawser parted just outside of the hawse pipe, and we lost head strap & a piece of a hawser. This head I should think would make about 30 barrels. about 10 wore ship about W.S.W. at 11 A.M. ship heading from S.W.

ruising of Chatham Islands May 1870

Monday
~~Thursday~~ April 25th/70

Months from New Bedford 750 Sperm & the same
st of time, from My Darling Little Duck.

This day commenced with a fresh gale from the North during the afternoon got all ready to start the works, at 5 P.M. moderate, with a heavy swell running

Tuesday April 26th/70

Commenced with a moderate gale with rain at 1 A.M. day light at 1.30 started the works. at 8 took in Maintopsail & topmaststaysail at 9 rain and blowed like guns, at 8 cooled down, Middle part a good strong gale from the N.W

[illegible] Wednesday April 27th

Commenced with a gale of wind from the S.W. heading to the S.E. at 2 A.M. started the works, at 7 heavy gale of wind with rain from the S.W. At 10 A.M. wore ship heading about N.W. at 11 started the works. squalls with hail during the remainder of the day, Ship under maintopsail, real rough and bad weather to ~~cotr~~ boil.

Thursday April 28th

Commenced with a moderate gale from the N.W. heading to the W. Employed boiling at 5.30 A.M. set a close reefed Maintopsail and Staysail

Friday April 29th

moderate gale from the S.W. Employed sail fore part, got cleared up about 4 P.M. Lat

Saturday April 30. Long

Moderate gale Middle part heading to the S.W. fore part. middle part about W. Latter part & at 6 P.M. strong breeze, wind strong from N.N.W. steering N.E. under close ~~reef~~ double maintopsail & foresail. Employed stowing down finished about 6 P.M. Stowed down & cleared about 60bbl
45 bls.

Remarks on board Bark Albio

May Sunday 1st/70

Commenced with a moderate gale from the N.E. steering S. for S. middle part under double reefed main topsail & foresail. at 1 P.M. close reefed main topsail & ... Saw Land, [illegible] from the Ed. with rain in the Spencer kept to the wind heading ... latter part strong gale from the N.E. at 5 raised the Land Forty Fours. wore ship heading to Eastward. raining and nasty the latter part

Monday ~~Sunday~~ May 2nd/70

Commenced with a moderate gale from the N.W. heading from E.d & to N.E. by ... close reefed M.T. Sail. at 8 A.M. wore ship heading to the S.W. at 9 made more sail, at 2 P.M. took in sail again. weather unsettled. Latter part strong from W.S.W.

Tuesday May 3rd/70

Commenced with a moderate gale from the W.S.W. heading to the Sd at 1 A.M. wore ship heading to the N.W. at 12 M. wore ship heading south at 2 P.M. kept off ~~East~~ E. to the S.E. at 3 A.M. wore ship heading W. wind about Note. N.N.W. Mr Hall and one man forward is laid up by having some kind of sores. both is in the he having suffered much from it. but the pain is somewhat abated

123 Weeks from home & [illegible] Wednesday May 4th

Commenced with a strong gale of wind from the S.W. heading about S. at [illegible] P.M. took M.T. Sail. latter part heading about S.E.

Thursday May 5th/70

Strong gale from the Sd heading about W. under bare poles. at 4 P.M. set the Main T. Sail and staysail. at 12 M. saw a large ship steering about This being the first merchant ship we have seen this season

Chatham Islands. Anchor in Glory.

[illegible] S. Bowman 3d Mate

Friday May 6th 1870

Commenced with a moderate gale from the Sd Ship under close reefed maintopsail at 4 P.M made sail & kept off W by N at 6 got the Northward end of Islands (a French Rock) at 6 PM light air. Luft to the wind heading SW 1/2 S for Pitt Island

Saturday May 7th /70

Light air from the N. steering S. Land all in sight latter part moderate breeze.

Sunday May 8th

Commenced moderate winds to the wind of Pitt Island. at 7.30 A.M lowered the Waist boat & went ashore to Mr Hunts. took him on board and went down to Glory and came to anchor. I took a raft of cask ashore. Mixed about 11. traded for some fresh fish I Received a ~~large~~ package of papers and a letter from my Loving Wife that was sent out in the Bark Kennett by Capt Macy. the letter was No 21 & dated Oct 30 how pleased I was to get it.

Monday May 9th

Lying at anchor in Glory (Pitt Island) at 7 A.M cleared away three boats and went in after a raft of water, I took the Starboard boat. We had a job to raft it on account of the surf. I worked with the men for about 3 hours in the cold water & then I came out I could not speak plain and my jaws was so stiff I could scarce open or shut my mouth & had no feelings in it to speak. I thought once that it might be I was dy dying or rather did not know but what I was. I worked until my crew beged of me go on shore I went to a hut and warmed and got warm water & molasses and revived very much. Left the boat in shore to anchor. Wind to strong to tow it

Lying in Glory. Pitts Island.

Tuesday May 10th 1870
Commenced with a fresh gale from the
N.E. at 4 P.M. commenced to rain. On watch
all night for fear the ship would drag, during
X the forenoon steady rain and heavy gusts of
wind. at 10 A.M. more moderate. wind hauling
more to the Westward at 8 calm and remained
so during the afternoon, at 2 P.M. went in
after the raft of water, went in three boats
afterwards the Capt said clear away the 4 boat
as there was no officer to go I went after getting
a short distance from the ship he called me
back & went himself. so as to take care of the
raft of in both boats.

124 Weeks from the Girl I Love and an unsized home

Wednesday May 11th /70
Commenced light from the S.S.E. at 12 mid
night up and worked to the S.S.E. during the night
at daylight kept off for Pitts Island and came
to anchor in about 14 fathoms at 10 A.M. sent
took four cask and filled them with water
brought off two tons of ~~ta~~ potatoes, Middle
part rainy, latter part fine weather wind
about ~~the~~ S.E.

Thursday May 12th
Commenced fine from the S.S.E. employed getting
four cask of water six load of wood, and a little
trash, one beef creature, at 5 P.M. hove up and
went to sea steering to the Westward of the Island
Latter part very light at 10 A.M. saw a ship
heading to the Eastward at 6 stowed the
anchors

ruising to the Eastward of Pitts Island. May

Friday May 13th /70

Light airs and calms all day off the mouth of Pitts Straits. light airs from the Nd. Steering to the S & E. at 4 P.M. lowered after a Humpback. Latter part Pyrimade bearing N.E. latter part at 4 P.M. stowed the chains

menced at 5 P. to do

Saturday May 14th /70

Commenced with light airs and calms steering Ely. Land all in sight from 15 to twenty miles off I should think at dark shortened sail. & down boats crew. Latter part light air from the Nd

Sunday May 15th /70

Commenced light from the Nd. Middle part fresh latter part strong. at dark shortened sail. leaving nothing but a close reefed Mtd sail staysail and Spencer. During the day steering Ey N. at 5 P.M. lufft to on the starboard tack heading about W.N.W.

Giffords
on the Boston Traveler
since he departed

Monday May 16th /70

Commenced rainy and thick and fresh from the N. under short sail.

Tuesday May 17th /70

Light breeze fore part. Middle part nearly calm. Latter part light breeze from the S.S.E.

Weeks
Love

Wednesday May 18th /70

Commenced with a moderate breeze from the S.S.E. steering fore part to the N.E. after 12 M. N.W. Maintopgallantsail set. double reefed fore

Thursday May 19th

Commenced light from the E & N. Latter part moderate breeze.

Friday May 20th /70

Commenced fresh from the N & E. Steering different courses. ~~by~~ saw nothing but some humbacks.

Remarks on board Bk. Alb

Started for the Bay of [illegible]
May 22nd /70

Saturday May 21st /70

Commenced Strong breeze from the N.E. thick & raining, heading N.N.W. by the wind, under close reefed M.T. Sail & foresail. at 3 PM let up and set double reefed gallt sail & jib & spanker. Latter part steering N. very light air from the [illegible] no observation to day.

Sunday May 22nd

Commenced with a light air from the S.W. steering N. at 10 AM light breeze from the S.W. at 10 saw the Forty fours. at 1 PM they bore West. Distant 15 miles by observation from which place I take my departure. as I shall keep dead reckoning from here up to the [illegible] At 4 PM shortened the after sail and rove another wheel rope. Strong [illegible] from the S.W.

Lat by D.R.
at 1 PM
44.00 S

Long by D.R.
175.55
176.25 E

Monday May 23rd /70

Commenced with a moderate breeze from the W. at 5 AM wind N.N.W. heading to the W. at 9 AM wind came out from the S.S.W. called all hands & shortened sail. blowing strong running under short sail. at 12 M. took in every thing running under bare poles. steering N. at 2 [illegible] hove the Ship to the wind. Latter part hard blow. Ship lying under M. Spencer

Lat by D.R. 42.14 S

Long by D.R. 176.34 West.

Tuesday May 24th

Commenced with a heavy gale of wind from the S.S.W. heading West lying to under main Spencer. at 4.30 kept off steering N.N.W. [illegible] at 12 PM whole M.T. sail double reefed fore course. Latter part all sail set braced sharp up heading from N.W. to N.N.W. nothing worthy of notice

From Chatham Islands for the Bay of Islands

Wednesday May 25th 1870

Months from New Bedford & 126 Weeks from
Beloved Wife. how time has passed does it seem possible
t I am so long from her. I have received fifteen lett
n her during these last 29 months.

Commenced with a strong whole sail breeze from
Westward heading to the N & W. Middle part moderate
latter part very light

Thursday May 26th /70

Commenced light from the SW. at 6 A.M. heading
the course N & E. at 9 moderate breeze at
5 P.M strong breeze from the Nd. parted the
martingale back ropes (or rather chains)
put out a piece of guy stuff for a preventer

Friday May 27th

Commenced strong from the W S W. heavy sea
running all sail set by the wind Course the
W N W. heading from N W b N. to W b W. at 5 P.M
parted the chain back ropes. they having been
out there but a few hours. Middle and latter
part much like the fore part.

Saturday May 28th /70

Commenced strong from the S & W. by the
wind heading about N W b W. Employed
repairing the Mizen T. Sail. sent it down and
mended it & sent it aloft again. Scraped the
spars all down to the main bar the Mizen
topmast

Sunday May 29th /70

Commenced strong from the S & W. heading from
W b N to N W b W. at 9 A.M took in double reefed topsail
at 12 M took in the Mainsail at 6 P.M set
Mainsail & jib. Latter part squally heading
about N W b N

Bark Albion from Chatham

Monday May 30th /70

Bent a new foresail | Commenced strong from the S.W. heading
about S N.W. at 7 A.M. W.N.W. at 8 A.M.
the course about N. 9 took in jib at 10 the mains
& foretopsail shortly after, broke out a cask of water
also between decks. at 3 P.M. bent a new fore
sail & set a close reefed foretopsail. Steering
wind about S. or S.W.ly.

Tuesday May 31st /70

Commenced moderate from the S. heading to
the S.S.W. all sail set. sometimes heading on
S.W. latter part light air.

127 Week from Love Oh how I would love to see you

Wednesday June 1st /70

Commenced calm. middle part moderate
from the S.d. smooth ~~sea~~ sea. Repaired the M.T.
M. stagsail. Latter part light

Thursday June 2nd /70

Commenced with light airs, heading S. the S.E.E.
same part of the day.

Friday June 3rd

one year ago to day we sailed from the Bay of
Islands. Commenced with nearly a calm, & no
light breeze from the N.E. Broke out water to
day. Latter part fresh breeze from the N.E. took
in all the light sails steering S.S.W.

Arrived at the Bay of Islands. June 4th 1870 Bark Albion

Saturday June 4th /70

Commenced strong from N.E. steering S.S.W.
at 1 A.M. hove to the wind. at 6 A.M. kept off
and raised the land. thick wet & came to anchor
at 12 M. found three Barks & a Ship here, Bark
Callao (Sherwood [illegible]) Live Oak & Ship
Europa. Capt. [illegible] of Falmouth
Received 17 letters sixteen by Mail and one by the Live

slands to the Bay of Islands

Bay of Islands.

Sunday ~~May~~ 5th 11 June 5th

fine weather all day. went on shore this afternoon

Monday May 6th

fine weather all day. employed braking out the after hatch. I am not to work. all ready for my discharge. This morning the mail arrived I received No 36 from Celia & some papers

Tuesday May 7th / 7 June

Commenced squally with rain. I am not at work now. but going and coming when I like. Employed this morning on board the ship braking. the ground tier & getting ready to get water. This morning the Capt accused me of being on shore & reporting that he had forsed me a shore. I told him what I had said that he had kicked me out. that is what I did say. but at the same time I asked for my discharge. he promised to discharge me. but some little previous to this he told me to look out on the deck whilst he was eating & ordered me of the quarter deck. I went he told me to shut up. I told him I wont, & then walked forward. he called after me again & asked me if I refused to obey his orders. I told him no. but was going to talk. Consequently I did not go to breakfast with him he told me he should want some more men forward when he goes out so by the conversation I might infer that if I did not ask for it discharge he would put me in the forecastle. he shook his fist in me face, but did not strike. I signed a letter & [illegible] to day by Capt Thomas in bye. How kind you you are my little Wife

128 Weeks from home up to this passage. I gave an Note for the £20 or $100. I gave the note which in fact was not a $100 & I am glad he charged me $8 cents as goes to show he wanted me to be discharged according to the American rules. &

Wednesday June 8th 70

This day I was discharged from the Bark Albion took an order & drawed $100 in Gold. to night I went on board of the Europa and am going to stop here as long as I stop in the Port. as Capt. Mc gave me the privledge of making it my home there as long as he tarries here. Many thanks to Capt. Mc for his kind invitation. & to the first officer Mr Simpson for his kindness to me in trying to make every thing pleasant

Thursday June 9th

On board Ship Europa.

Went on board the Albion. packed up my things & then went back on board the Europa. wrote two letters to Celia & wrote her several orders to settle in them.

Below this line belongs to the margin of the page

according to the American rules I am entitled to a proportional part of the cargo to a proportional time served in the Ship. but I expect they will try to get out of it. I must not forget to call & get the Note I gave Capt. Thomas for $100. I don't recollect who I gave it to. Whether to Capt. T. or to the Agent of the Albion. or to the Bark Albion I shall have to look around & get some smart ~~law~~ Lawyer to settle my voyage. & if I can only win a good name in the next ship I shall be all right. for I am not shure but I can claim my whole voyage. for he ordered me off the quarter deck & forbid me to eat at the first table. but told me to look out for the decks whilst he was eating

Remarks on board Ship

Tuesday June 14th/70

Bay of Islands N.Z. Commenced duty at 3 P.M. I shipped on board of this Ship as fourth mate on the 26th lay & 10 pounds advanced on the credit of this voyage. I [illegible] have 14 pounds Sterling & he gave me a draft on Mr E C Jones for £24 (24 pounds sterling) payable to Mrs E L B. Went on board the Albion and got my things & took them on board of the Europa. about 2 P.M the Hobart Town Bark sailed from here. the Bella Mary. Mailed [illegible] letter. The 14£ I [illegible] have sent & drawn from the [illegible]

129 Weeks from the Woman I Love & many to see

Wednesday June 15th

Fine weather. Put on my old duds to day and am all ready for duty. The Bark Live Oak sailed to day about 3.30 P.M. The Europa is now all ready for sea.

Thursday June 16th/70

Fine weather with the wind from the Sd. about 9 a 10 A.M. hove up & went to sea. leaving [illegible] sail at anchor. Bark Callao & Albion. Steering N by W. Lashed the anchors and stowed the chains. At night shortened sail steering N by W. with a strong breeze. Lat 34.59 S

Friday June 17th

Commenced with a strong breeze from the Sd steering to the N & W. Employed in ship duty. Middle & latter parts fine breeze & sea moderate at 6 P.M set M T G sail 32 49 S 173 41 E

Saturday June 18th/70

Commenced fresh from S.S.E. steering latter part N by W. Employed making a cutting stage. at 4 P M set the Mainsail

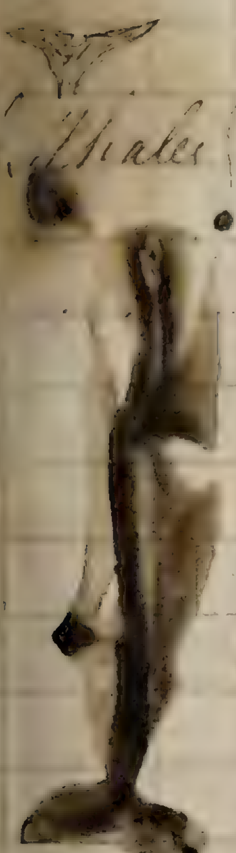
Lat 30 36 S
Long 172 37 E

Europa Capt. [illegible] Bay of Islands N. Z. [illegible]
Geo. C. Bowman 4th Mate. Ship Europa

Sunday June 19th/70

Fine weather all these twenty four hours: all sail set steering W.N. wind from the S.E. fore part. Latter part about N.E. 29.31 S. 170.54 E

Monday June 20th/70



Whales

Fine weather all sail set. steering W.b.S. wind about N.E. at daylight Frank the Boatsteerer raised Sperm Whales. the ship had been in them before daylight lowered all four boats. but the whales went off quick to windard Lat 29.12 S. L. 169.54 E

Tuesday June 21st/70

Fine weather all day. on different tacks. Employed repairing the old maintopsail. wind about N.Ed at dark shortened sail standing Southward

Lat 28.58 S Long 170.08 E

30 Weeks from Wife Delia

Wednesday June 22nd/70

Commenced fresh from the Nd. middle part steering S.W. & W.S.W. at 4.30 P.M raised Norfolk Island. latter part strong breeze heading to the E. Lat 28.55 S

Long 168.42 E

Thursday June 23rd

Commenced strong from the Nd. Norfolk Island in sight. set double reefed topsails & courses at 10 A.M. Ship lying to under a double reefed Main topsail at 10 P.M. close reefed the topsail Employed middle part reefing in topmast=sail At 4 P.M. heavy rain. the wind shifting in to the Wd. sharp lightning & heavy thunder. at 12 Midnight wind N.E. heading to the Ed

Friday June 24/70

moderate gale from the N. latter part about N.W. under a little sail 29.33 S

Long 168.30 E

Saturday June 25th 7/30 Months from home

fore part moderate Middle & latter part strong from the 29.57

Long 168.16 E

152

Remarks on board Ship Europa [illegible]

Sunday June 26th/70.
Commenced strong from the W.S.W. at 2 A.M. took in Fore & Main topsail. Middle & Latter part much like the fore part. Wind about W.S.W. 29.59

168.09

Monday June 27th/70
Fore part strong from the S.W. steering to the N. at 6 A.M. raised Norfolk Island. too rough to land at the town & so went around to the leeward of Island. Lowered the Starboard boat & sent her in shore about 11.40 A.M. at dark shortened sail; at 5 P.M. the boat came off bringing 2 of the shore men; one [illegible] (I think) the other was Mr Adams a son of the original John Adams, of Pitcairn Island. This old Mr Adams was one of the Mutineers of the English Brig Bounty, after living in seclusion from the world for a good number of years, they was found & as they had formed a colony and lived in such harmony for years they were all pardoned by the Government. The Brig Bounty was an English man of war. How much different they would have been when caught, have been expected. I have read the history of it years ago, & I have forgotten the particulars of it. June 27th I have just learnt that at the time the first English man of war arrived there there was but one survivor left from the Bounty crew, & his name was John Adams. He had three Wifes after the blacks killed the five 5 Whites.

Off & On Norfolk Island

Saw two Humpbacks to day.

Ship Milton left here on the 21st

Tuesday June 28th/70
Commenced moderate from the S.S.W. Middle part very light. Lying off & on Norfolk Island. at night two of the Inhabitants came on board & stayed all night. One of them. One of them related to me all about the original settlers of there fighting amongst them selves. they being 4 Englishmen and four Black men & I think Women. the Blacks killed two of the whites & then they killed the Blacks. It was very interesting he was all the hours relating it to me [illegible]

Norfolk Island June 27th 28th & 29th 70
Benj. L. [illegible], 4th Mate Ship [illegible]

31 Weeks from sailing [illegible]

Wednesday June 29th 70
Commenced strong from the NE with frequent squalls. At 6.30 AM split the foresail sent it down & repaired it. was not until 12.30 PM that the boat came in after the Captain came off about 12 M. blowing very fresh. during the afternoon steering NE under double reefed Maintopsail & close reefed fore. At 5 PM shortened sail & hove to the wind

I had No. 59 all ready & meant to have sent it ashore but it slipt my mind as I was busy at the time the boat left the ship. Had there been any regular mails & persons I should not have forgotten it.

Thursday June 30th /70
Commenced strong from the SSW heading to the Nd & Wd most of the day. Wind light all sail set. At 1 AM saw a Brig off the lee beam steering to the NE. 28.15 168.18 E

Friday July 1st /70
My Marriage Anniversary. Three years ago to day I was married I have been writing to her to day & this is the 66th letter I have written her since I left her. I have made it a practice to write her on the first of every mo. since I left her
Commenced light middle part lighter at 10 AM calm steering to the SSE during the day at 5 PM sent down the new Maintopsail & bent an old one
28.18 168.57 E

Saturday July 2nd /70
Commenced with a fine breeze from the Nd steering to the SSE & all sail set. saw a few finbacks to day 28.21
169.54

Sunday July 3rd /70
Commenced with a fresh breeze from the Nd under topsail & courses steering WSW at 12 M wind hauled in to the Sd with rain heading SSE.

Remarks on board Ship Europa

Monday July 4th/70

Three years ago to day I went with my Bride to Falmouth

Commenced fresh from the S&W. heading to the S. E. saw nothing worth of notice

[illegible] I have the nightmare so I am afraid sometime I shall never [illegible] or rather I [illegible] awake [illegible] and [illegible] be found in my [illegible] bed. You will probably form some idea of the [illegible] I am not troubled much with it [illegible] all night [illegible] [illegible] have it the most when I stand watch. probably it is eating [illegible] [illegible] as my [illegible] hours always come [illegible] the day time

29.46 S 170.06 E Tuesday July 5th/70

Fore part strong from the S[illegible] middle part light cooper employed setting up cask 29 49 69

132 Weeks from M. Darling Loving Wife

Wednesday July 6th/70

Fresh breeze and fine weather all day from the Nd. steering to the NW. most of the day time

29.09 168 86

Thursday July 7th/70

Commenced strong from the Nd. at 4 A.M. take in fore topsail & close reefed the Main. Wind during the day about W S W. or S W. steering N W E. all day running under a foresail & three close reefed topsails

Friday July 8th

Commenced fair from the S&W. heading to the [illegible] then [illegible] middle & latter part going [illegible]

27.20. 170.51 Saturday July 9th/70

Light all day heading [illegible] to the [illegible] at 7 A.M. sent down the [illegible] & [illegible] it at [illegible] A.M. sent it aloft again 27.37

+

Sunday July 10th/70

Commenced fresh from S S E. heading to the S. W. Maintopgallant sail set. at 10 P.M. tacked ship. heading to the E. at night carrying all sail standing [illegible] 27.54 16[illegible]

Here I [illegible] if I once had a [illegible] I should probably have been [illegible] this [illegible] I read every letter [illegible] you [illegible] day & how I [illegible] to [illegible] have read several of them [illegible] to day [illegible] have [illegible] I felt as though I could write [illegible] sheets [illegible] and then not tell [illegible]

Of Norfolk Island.. N. Z. July 1870

Monday July 11th/70
Commences fresh from the S.S.E. carrying sail heading to the S.W. about 9 A.M. raised of Norfolk Island. got up to it about dark. Latter part strong

Tuesday July 12th, 28.36 167.49 E
Commenced fresh from the S.S.E. at 8 A.M. a boat went on shore & landed the Capt. & then the Ship stood off & came in again at dark. sent in a boat and John Adams came off

Wednesday July 13th/70
Commenced fresh from the S.S.E. latter part more to the Eastward. Lying off & on at Norfolk Island went in shore and got two sticks of timber for a Whaleboat & plank, also 9 [illegible] 44 bushels of sweet potatoes. I left a letter here to go to be mailed for Celia No 59 & 60

19th Weeks from [illegible]

I was [illegible] that the Bark we saw on the 17th of July 1870 was the Eliza. I learned it from Capt [illegible] which in the [illegible]. I think she was bound to the Fejee Islands in a awful hurry & should think

Thursday July 14th/70
Nice breeze from the S.S.E. lying off & on at Norfolk Island. at 6 P.M. the Capt came. Kept the Ship off N.W.

Friday July 15th/70
Fresh breeze from the Ed. Maintopgallant sail set. steering N.W. first part Latter part N.N.W. 27.15 S

Saturday July 16th/70
Commenced strong from the E. Maintopgallant sail set. Steering N.W. by W. at 6 A.M. reefed Topsails. at 2 P.M. another reef reefed, M.T. sail Wind about N.N.W. with much rain. Latter part fine weather and moderate.

Saw a double topsail Bark steering about East perhaps the Eliza

Sunday July 17th/70
First part strong to under a close reefed Maintopsail at daylight made sail. on different tacks wind from N.N.W. to N.W. at 4.30 P.M. raised a American Whaling Bark. carrying sail. steering E. going on the wind. With six or seven letters in her name painted black with a white streak. Black sails double topsails, Showing a private signal red | B | blue with a B in the center. colored as signal red (center white with a B) white & blue. probably The Eliza or Alaska 25.05 163.29

Remarks on board Ship Europa

Monday July 18th /70

Commenced strong from [illegible] with [illegible] wind
[illegible] in to the [illegible] S.W. steering [illegible] under
short sail. at 4 P.M. set M.T.S. sail latter part
fore topgallantsail set. at 7 turned up the [illegible]
W. boat. at 2 P.M. sent in the [illegible] repaired
at 5 [illegible] again. [illegible] making [illegible]
=sails. I like very much so far on board of this
Ship 24.34 162 28

Tuesday July 19th /70

Fresh breeze all day. at 6 P.M. took in the light
sails. [illegible] ship heading of to the E. [illegible]
to work on the [illegible] 22, 29, 160, 26 E

134 Wks from
[illegible]
[illegible]
[illegible]

Wednesday July 20th /70

Commenced moderate from the S.E. [illegible]
to Westward. Employed in Ships duty such as
[illegible] repairing the [illegible] boat. making [illegible]
overhauling the windlass, at 4 P.M. [illegible] the
[illegible] braced sharp up, & [illegible]
the [illegible] heading about the E.[illegible] at [illegible]
took in the light sails wind quite light.
22, 10 159, 55 E

Thursday July 21st /70

Commenced light. [illegible] aback. Middle &
moderate from the steering [illegible]
latter part to the S.S.W. wind from the N.E.
22, 15 159 84

Friday July 22nd /70

Fore part light from the [illegible] heading [illegible]
Middle part [illegible] at 6 P.M. [illegible] latter
part Wind about S.W. steering N.W. [illegible] under the
[illegible] topsails & foresail 23, 05 158, 15 E

Saturday July 23rd /70

Commenced strong from the S.W. steering N.W.
rainy latter part wind from the N.W. all sail
set by the wind
21 52
157 28

Brompton Shoal Jany 26th/70

Sunday Jany 24th/70

Commenced with a calm, at 4 AM got a light breeze from the W. steering N.W. Middle part moderate from the Sd. latter part fresh from the same quarter at 6 PM shortened sail & luffed to the wind heading SW. wind at 6 S.S.E. at 11 PM wind about S.S.W.

Monday Jany 25th/70

1 Months
m Home

Commenced strong from the S.S.E. on different tacks. one part thick & rainy, at 12 M. made sail, Having been lying to under a close reefed M.T.sail. latter part wind about W. heading about S.S.W. at 11 AM tacked ship heading about N.N.W.

Tuesday Jany 26th/70

Commenced fresh from the SW. at 4 AM rigged the t'gsails. at 11 AM made the Land Brampton Shoals. came to anchor about 1 P.M in 21 fathoms of water. We found two Barques at anchor, Capt Williams one humpback and the Adventure of Sydney Capt Bennett with one whale. sent down the light sails and all the topgalantyards. The vessels is not whaling now for a few days as the whales is rather scarce so as to give them a chance to come in

[illegible] Shoal

5 months
2 d

Wednesday Jany 27

Fine weather all day saw four whales none of the Ships whaling, one boat went Egging got but a few. Employed in ships duty. How I want to see My Wife but we are separated for how long, God grant we may soon meet again upon the shores of time I shall not be able to write much to her, as I shall have my time employed in whaling most of the time

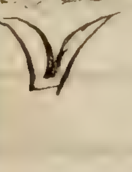
Remarks on board

Thursday July 28th/70
Fine weather. We whaling among the ships at it so the boats had to lowe on the coming day. The Bark Fanny Fisher of Sydney
Saw several whales to day

Friday July 29
Fine weather. all the ships whaling. two ships had struck. we could not get hold of one

Saturday July 30th/70
Strong breeze all day. saw but a few whales to day. at 8 PM. went and help the Fanny Fisher tow a whale

Sunday July 31st/70
Strong breeze most of the day. latter part moderate Two Barks came to anchor here to night. The James Murray & Bark Louisa Capt Slocum. My eyes is very sore to night on account of the bright sunglaze. when the sun is out. The whales is rather scarse. none struck to day

Ebl 1


Monday August 1st/70
Fine weather, whaling. the Rein deer struck a dead whale belonging to the Ocean we lifted him & took him along side the Europa

14 years ago to day I
apired from family
first voyage

Tuesday Aug 2nd/70
Fine weather two boats of whaling. the remainder cutting a whale. very warm

126 Bbls from
[illegible]

Wednesday Aug 3rd/70
Light air & very hot. started the works and commenced to boil. Three whales taken to day

Ship Europa. Brampton Shoal

Thursday first August 4th/70

B.B. 2 Very warm & sultry. Finished boiling to day. The Bow Boat struck & killed a small Humpback. took him along side about 3 P.M.

Friday August 5th/70

Fore part light breeze, Middle part strong with rain. Employed cutting a Whale

Saturday August 6th/70

Fore part rainy. Middle part calm Latter part Moderate breeze, Two whales taken to day, one was taken by shooting a bomb in him

Sunday August 7th

Strong breeze. Employed boiling three boats of whaling

Monday August 8

Fresh breeze. all four boats whaling. Mr Simons took some pipes on board of Bark Fanny Fisher to fill them with water

Tuesday August 9th/70

B. 1 Fine weather all day. three boats of whaling W. B. struck & killed him a large one. took him along side at 4 P.M.

Wednesday August 10th/70

Fine weather. Three boats of whaling. Employed cutting in a large Humpback

Thursday August 11

ote, I believe I have made a mistake of one day

Wednesday 10 Thursday 11

boiling, three boats of whaling

Thursday Aug 11th/70 Friday 12

Fine weather, boiling, three boats of whaling

Note, I guess my dates is right

Saturday Aug 13th

Fine weather. three boats of whaling. Bow Boat on board coopering oil. latter part rainy. only a few whales in sight to day

Sunday August 14th/70

B & L 3. Employed stowing down oil. Three boats of a [illegible]
B. Boat struck and parted

Monday August 15th/70

Fine weather. no whales in the bay, boats all cruising away of shore
This evening it is calm, and I can hear the men talking on board of the nearest ship, & I am homesick I feel just as I used to nights when I was over to Falmouth how lonesome I used to feel when Celia used to stop over to [illegible]

Tuesday August 16

Fine weather all four boats of whaling. Almost out of sight of the shipping

138 WEEKs
from N Dartmouth

Wednesday August 17

Beautiful weather. As some would call it but to calm for whaling. All four boats of whaling. the Capt took the starboard boat, very few whales in shore, but a plenty ten or twelve miles of shore

Thursday August 18th/70

Fine breeze from the [illegible] All four boats of whaling. to day shifted the [illegible] of the old starboard boat & put it in the new boat, (red streak boat) the Capt [illegible] to day, Three whales taken to day by different ships

Death
John Hearnd of
[illegible] Town

Friday August 19th/70

Fresh breeze from the N.E. all four boats of whaling. The Capt lowering the Starboard for a short time, the ~~thrd~~ Third mate & [illegible] taking turns lowering the bow boat. About 4 P.M. the Larboard boat struck a whale the bow cleat came of the line swept aft & [illegible] one man over board and we lost [illegible] & may God have mercy on his soul, & may [illegible] be more [illegible], & be prepared for my final [illegible]

Saturday August 20/70

Strong breez to day from the S.E. at 5 P.M. sent two boats to help the Bark Osyah tow in a whale, got to the Ship about 9 P.M., I feel real bad & have got some cold & my throat is dreadful sore went to bed about a big [illegible] bit me so I could not sleep

Sunday August 21st/70

Fine weather a number of whales in the Bay, our boats chasing the most of the day in the Bay. I feel real sick to day. have been to bed most of the day

Monday August 22nd

Fine weather, most to light for whaling all four boats of whaling

I feel real sick just such an ill turn as I had over to Falmouth a short time before I sailed in ~~this ship~~ /67 my throat is as sore as though it was ulserated. The Capt tells me if there is any thing in the medecine chest I want to help myself to it. to night I have taken a big sweat,

Tuesday August 23rd/70

B.2. Nearly calm, I feel much better to day after the swet think now I shall come along all right if I doe not take extra cold. How I should like to have my Wife to bathe my burning brow. yes there is the time we miss our better half, in the hour of sickness we miss our loving ones, oh for a gentle loving Wife. just such a one as I have got, & may I be as good a Husband as she has been a Wife

Waist boat caught a humpback to day

On board Ship Europa Capt Nye

139 Weeks from Port — Wednesday August 24th/70

Fine weather. Three boats off whaling. the Ship employed cutting a whale. At 9 A.M. started the work

32 Months from N.B. — Thursday August 25

Strong breeze from the S.E. Employed boiling. four whales struck at the head of the Bay

Friday Aug 26

Strong breeze & a few whales in sight. At 6 P.M. two boats went to help the Bark ~~Osmal~~ Osmanli to a whale.

Saturday August 27th/70

W.P. 3 Fresh breeze. Employed stowing down oil, in the Main hatch. at 3 P.M. Waist boat struck a cow & calf. Boatsteerer fell ~~ow~~ overboard. & was nearly drowned was under water about three minutes, hove the turn of of the loggerhead & lost the line but saved a man's life by so doing

929

W.P. 4 Sunday August 28

Strong from the N.W. at 9 A.M. waist boat struck and run to sea. cut off & lost him at 12 M wind shifted suddenly to the [illegible] with much rain and some thunder

Note. I dreamed of my Wife to night and oh how life like. how natural. I thought I kissed her three times, and then I thought I told some one that I had never missed for three nights since I was married. but what I had kissed her & then I had gone to [illegible]

Monday August 29th

Strong breeze all day. at 1 P.M. the boats of the different ships came on board (most of them). the Fanny Fisher shoved off and ta struck a fellow anchor at the Brampton Shoals. Humpbacking

ped the
mpback
day

Tuesday August 30th /70
High winds with rain from the S.E., no boats lowered to day from my ship, to go whaling. Scraped the bone to day & put in the fore hold

ok the from
3 lowed with

Wednesday August 31st /70
Strong breeze from the S.E. no whaling weather to day, one boat went up the bay & got a scrap tub of eggs. Capt. Fr. Mayhew came on board & spent a few hours this afternoon

Thursday ~~August~~ September 1st /70
Strong breeze from the S.E. no ships whaling to day, on acount of there being so strong breeze, I feel real homesick to day I am pining for the presence of my Wife how I miss her, oh if I could only clasp her in my arms to night oh how happy I should be,

Friday September 2nd /70
Strong breeze from the S.E. at 9 AM sent down the main yard & taughtened the bands & sent it aloft again, no whaling weather to day, saw one whale to day,

Saturday September 3rd /70
Strong breeze from the S.E or a little to the Eastward. no whaling weather to day saw several whales in the bay to day

Sunday September 4th /70
Pretty fresh breeze from the S&E, at 8 AM the ships commenced to lower their boats, we lowered two boats they went up the bay whales scarce.

I have been reviewing my Wifes old letters to night as I have not had any since I have been here time, O how my heart swells to night when I come to think of that gentle loving woman, how I long to meet her. but hope in Sept/71 to meet her upon the shores of time

On board Ship Europa Capt Nye

Monday September 5th /70

Strong from the E S E. lowed all four boats. came on board again at 11.30 A.M as the wind was so fresh that it was almost impossible to catch a whale. the B. Delta darted but did not get fast. none of the other ships did not lower

Tuesday September 6th /70

Strong breeze from the E S E. no whaling weather to day. saw a plenty of whales to day. at 10 A.M the Bark Tony Capt Norton arived seen nothing since leaving the B ay

141 Weeks from My Beloved Wife

Wednesday September 7th /70

Strong from the S E. no whaling weather to day. The weather is better then it was yesterday

Thursday September 8th

L B 2

Fine whaling weather. but a few whales in sight. four whales struck to day & three saved our Larboard struck the whale run and showed no chance to kill him run of shore so as to loose sight of the fast boat from aloft. th were obliged to cut and let him go.

The black Sow had six pigs to day

Friday September 9th /70

Light air all day. but a few whales in sight Mr Simons the Second mate had one missed. his boatsteerer is on the sick list, and he had one of the men from forward to steer him he says he has missed several for him. there was seven big whales taken to day. the Ionia. & Fanny Fisher

Saturday Sept 10th /70

Fore part calms at 8 A.M a light breeze from the S W. three boats of whaling starboard boat on the cranes. the Boat took the S Boats boatsteerer

Laying at anchor on Brampton Shoals

Sunday September 11th /70

Very hot all day, but nearly calm. three boats lowered this morning, boats crew on board employed painting. the M. yard. Miz topsail & crossjack yard. & the three topgallant yards. I was sorry to think we had to do unnecessary work. It is strange that here is 7 sail of ships & not one of them that keeps the Sabbath as far as I can see. We are worse then the Heathen & instead of sending Missionaries away from home We need them at home, to open our eyes. For I hope they will repent before it is to late, I know it is wrong and hope the day will come when I shall sail with a Christian.

Monday September 12th /70

Light breeze all day. Lowered three boats. I went down to day with the Starboard boat. saw several whales, no whales struck the day last two or three days. Employed on board painting the fore & M. topsail yard, fore yard Spritsail yard, bowsprit and so on

Tuesday September 13th /70

Commenced strong from the S.E. Lowered three boats, but it came on to rain & all the Ships boats came to there respective Ships. The Bark Fanny Fisher went on board having a stoven boat;

2 Weeks
on
[illegible]
[illegible]

Wednesday September 14th /70

Strong with steady rain. Wind from the S.E. no whaling weather to day

Thursday September 15th /70

Commenced strong from the S.E. with rain. about 7 A.M. lowered three boats, quite a number of whales in the bay to day. one whale struck & three saved to day

On board Ship Europa Capt J. E. Nye

Friday September 16th/70

Fine whaling breeze all day. two whales struck & one saved. Adventure struck & lost line

Saturday September 17th/70

Commenced with a fine breeze. At 10 A.M. commenced to rain & blowed very fresh from the W. or N.W. the boats all came on board the wind at 12 M. was about S. at 4 P.M. fine weather with no whales in sight

Sunday September 18th/70

Fine weather with the breeze from the Westward, at 9 or A.M. quite a heavy squal from the W. lowered all four boats this morning the Capt taking the third mate to steer him, I went ~~on a wh~~ near enough to try to hashook a whale, it being to far of to get fast to

Monday September 19th/70

Ionia got stove & cut from her whale

Fine weather with the wind from the W.S.W. three boats of whaling. Emptied welling tank breaking out provisions & odd jobs, that The Bark Ionia struck just before night. This morning the Bark Jeannes Mercury & Louisa left here to go a little farther to the Norrod

L.B. 3

Tuesday Sept 20th

Fine weather & light air. about 10 A.M. the Larboard boat struck a calf & we soon got the cow, took her along side about [illegible] the calf got hoisted in and saved a six barrel cask of bluber

143 WEEKS from My Ever Dear & loving Celia

Wednesday Sept 21st

Fine light weather all day, two boats of whaling, Emptied [illegible] tanks the Ship cutting a whale. The Bark Adventure caught a whale to day

Thursday September 22nd/70

Fine weather with a very few whales. Three boats off whaling. Employed boiling

Friday Sept. 23rd

Light air. Three boats off whaling. Employed fore part boiling. finished about 12 M

Saturday September 24th/70

Commenced fine at 8 AM quite steady rain. Two boats off whaling. Employed on board ship stowing down oil in the main hatch. chocked the port side off and had a few barrels left which we started in the tank. about 2 PM the boats came on board. turned to and washed the ship inside. This evening I sent No 61 to Mr West first officer of Bark Fannie Fisher of Sydney to mail it on his arrival in port

te. 35 Anniversary. I wish I was at home to-night so as to spend this evening with my Beloved Wife. I have dreamed of her twice during this week. & how life like & natural she look and appeared. I have also dreampt of Reuben & in fact several other things. I am afraid I have not made much advancement in the divine life during the past year. I have not written much during the last two months on account of not having much time; for I generally go to bed shortly after dark and get up at 4 AM. We have been getting the ship somewhat ready for sea,

Sunday September 25th/70

Fore part strong breeze. three boats off whaling came on board about 12 M. during the day saw one whale. To day sent the topgallant yards aloft & bent all the sails with the exception of the Mizzen top gallantsail. Latter part fine weather

Ship. Europa Sailed from Brampton Sept

Monday September 26th /70

Fine weather. three boats of whaling. The Bark Osmanlia caught a whale to day making 15 (I belive) I sent No 62. to day to Mr Lane Supf of Bark Osmanlia.

Sailed From Brampton Shoals.

Tuesday September 27th /70

Fine weather with the wind from the S.E. Lowered three boats this morning. at 11.30 A.M set the colors for the boats. came on board & got the ship ready and took the anchor about 2 P.M. Sailed in company with the Bark E Ionia Capt John Norton. at 7 strong breeze take in fore = galantsail. Latter part running under easy sail in company with the Ionia

144 Weeks From My Loving Devoted Wife

Wednesday Sept 28th /70

Commenced fresh from the Eastward or E by S. at daylight made all sail, steering to the wind heading about S.E to S by E 1/2 E. I went to mast head this fore noon & oh how seasick I was I stopped only about one & a half hours & then came down. My stomach is so week it makes me very seasick. at 10 AM gammed with the Ionia & in company with her. Lat 21.23 Long [illegible]

Oh how I want to see my Wife, I am very anxious to see her. but as I have not got any whales I feel actually ashamed to come home. if I had not a Wife I would not come home for another year. if I can only get as many as other boats I shall be so glad. I have [illegible] written on hand now, but shall commence soon if nothing happens to prevent as I left my letters up to Bramptons. to be forwarded home the first opportunity.

Latitude 21.23. South
Longitude 158.12. East

und to the Balonies,

Thursday September 29th/70

Commenced with a moderate breeze from the NNE. heading to the E. fore Middle part, about 2.30 P.M. tacked ship heading to the N&W. In company with the Ionia. Lat 23.07 S. Long 159.13 E.

Friday September 30th

ears ago to day I sailed on My first voyage.

Commenced moderate from the NNE. heading to the N&W fore part. at 7 A.M. tacked ship heading to the Ed. at 9 A.M. wind W. heading to the S&W. at 9.30 wore ship steering N by W. under topsails foresail & jib. The Ionia a short distance of.

Saturday October 1st/70

Commenced moderate steering N by W. Middle part light from the WSW. at 1.40 P.M. raised The Balonie Reef. at 4 wore ship heading to the Ed. at 6 gamed with the Ionia. at 9 Strong from the NNW heading W. at 10 P.M. got the Starboard anchor of the bow Latter part strong under two double reefed topsails

Lat 22.12 S Long 159.17 East

Sunday October 2nd/70

Commenced strong from the NNW. heading W. with an abundance of lightning from the SW. at 1 A.M. the wind suddenly hauled in to the WSW. and back to the Westward [illegible]aced around and wore ship once or twice then headed of the S&SW. at [illegible] took the Starboard anchor on the bow. during the forenoon headed to the N&W. at 12. M. kept of N.E. with all sail set. The Bark Ionia a few miles to the leward 22.16

158.57

Ship Europa Came to anchor of the

Monday October 3rd

Arived at the Balona REef Fore part light, during the middle part steering to the N.E.E. About 5 P.M. came to anchor to the Northward of Balona Reef. West point bearing S.W. about one mile or 1 1/2 miles off in 25 fathoms of water, The Sand bank bears N.E. about 8 miles of. The Bark Ionia at anchor about 1/2 a mile to the S.W. of us the Ionia lowerd one boat before coming to anchor & strught a cow. we lowered and struck him and help tow him up to the Ionia the Ionia got one boat stove so as it filled

21.57
159.11

Tuesday October 4th/70

Ionia Whale. Fine weather with the breeze from the S.S.E. three boats of whaling from each ship. (Ionia) We sent one boat on board the Ionia to help cut her whale her starboard boat got another cow and took him along side of the Europa about 5 P.M.

Wednesday October 5th/70

195 Weeks from my Loving Wife) Nothing could help Loving such a amiable affectionate & Sweet Girl Commenced with quite a fresh wind from about E. Lowered three boats, the Ionia lowered two & sent one on board of us to help us cut, finished cutting about 12 M.

WB 5 About 8 A.M. the Waist boat struck a calf. I struck the cow & killed her, took her along side of the Ionia, & the calf to us as it was a large calf & worth saving, after dinner, the Capt. third mate & boat crew went on board of the Ionia & cut the other whale in, We did not save our cut but as we wanted to cut both before dark. at 2 P.M. called the boat on board of with rain

Bellona R E E of October 3rd 4th/70

Thursday October 6th/70

Commenced fresh from E. N. E. started the works this morning. at 11 A.M lowered two boats but in being to rough to whale, came on board about 3 P.M. Saw a plenty of whales from the ship. at 8 P.M headed up all the casks & lashed them. latter part strong from E. N. E.

Friday Oct 7th

Commenced strong from the Eastward. at 5 A.M finished boiling. Employed stowing down the oil in main hatch starboard side at 4 P.M. buoyed the chains or rather got all ready for slipping.

Saturday October 8th

Strong from the Ed. two boats off whaling a part of the day the latter part came on board as it was to rough to whale in, on the way down to the ship one of the Ionia's boats struck & cut & let him go

Sunday October 9th/70

B 4 Commenced fresh from the Eastward, lowered three boats. Ionia's starboard boat struck & killed a cow, she sunk in thirty fathoms of water got another iron in her & hauled her up & took her to this ship and cut her head & gear in before dark. The Larboard boat struck & the iron drawed it being in no condition to tangel

Monday Oct 10th

B 5 Fine weather from the Eastward lowered three boats, Larboard boat struck & turned up a bull whale took him to the Ionia & nearly cut him by dark. During the fore part finished cutting. at 4 P.M com commenced to boil, Ship Europa at anchor off Bellona Reef Oct / 70

Tuesday October 11th/70

Fresh from the Eastward. Lowered three boats this morning. The Ionia's boat struck one, bad cut & let him go. Employed boiling & the Cooper cutting down some new shooks

146 Weeks from New Bedford

Wednesday October 12th/70

moderate breeze from Eastd, Two boats of whaling saw but a few whale, Employed stowing down oil

Thursday October 13th/70

Fine weather from the Eastward, three boats of whaling saw a number of whale, including two Cows & calves

Friday October 14th / 70

Fine weather with a moderate breeze from the Ed, about 9 AM the Ionia boats struck a whale. took him alongside of the Europa and cut him in, it was a Cow with a small calf.

Note. The Cow Whales is large as an average bu the calves is so large they are all sucked down & they make but a very little oil

Saturday Oct 15th /70

Light breez from the Ed lowered three boats saw one cow & calf & a [illegible] Bulls, Employed boiling

Sunday October 16th /70

Fine weather all day, finished boiling about 4 PM, three boats of whaling but no whales to speak of, at 4 PM the boats came on board, Divided the oil & found we owed the Bark Ionia four barrels of oil (Bark Ionia) run the oil in the bond tank & the Ship all ready for sea, Found one shipmate on board the Ionia, Allen Devol by name, Shipmate with me in the Gov T

Took our anchor. Oct 17th

Sailed for the Southern cruise October 17th/70

Monday October 17th/70

Whale ground

Commenced with a fresh breeze from the Ed hove up & went to sea having taken about 115 barrels of Humpback oil. Middle part steering S by E 1/2 E, latter part steering S 1/2 W. Bark Sonia a little abaft the weather beam at dark

Lat 22.08 S. Long 159.11 E

Tuesday October 18th/70

Fine breeze from the Ed. all sail set, steering S All hands on deck, Employed through the day setting up F. T. Galant backstays. overhauling the lines & coiling a new one for the Starboard boat. Lat 25.00 S

Wednesday October 19th Long 158.49 E

Commenced moderate from the Ed & E.N.E. All hands on deck all day: setting up rigging & tarring down, Steering S 1/2 W. 27.34 158.00 E

Thursday October 20th

Fresh breeze from the Nd. all sail set steering S 1/2 W. Middle & latter part. Steering SW by S. at 6 P.M. took in fore topgallant sail. flying jib & reefed Mizzen topsail. All hands on deck employed setting up rigging & tarring down. Lat 30.00 S

Long 157.08 E

Friday October 21st/70

Commenced strong from about N.N.W. Steering SW by S. at 3.30 A.M. doubled the topsails. at — A.M turned the reefs out of the Maintopsail & set M. T. G. sail. Watch below to day. Latter part of the day good weather employed tarring down. at dark shortened sail. Latter part by the wind heading W

Lat 32.55 S. Longitude 155.46 East

Saturday October 22nd/70

Commen[illegible] moderate from the Nd, steering S by E. at daylight made sail. All hands on deck Employed to work in the rigging. finished tarring down to day & I am glad of it.

Ship Europa cruising for Right Whales

Sunday October 23rd /70
Fine weather all sail set steering by the wind heading
about S.S.E. wind about E. Saw a school of Black
fish at 3 P.M. Lat 34.21 S. Long 155.35 E

Monday October 24th /70
Fore part moderate from the N.N.W. steering
S.S.E. all sail set. Latter part [illegible] from
the N.E. All hands on deck to day stowing down
our last [illegible] Lat 35.16 S Long 155.25 E

Tuesday October 25th /70
Boats crew 34 Months [illegible] | Fresh breeze from N.W. Steering about S.S.E.
During the fore noon thick fog, commenced
to night to stand boats crew Lat 36.41 S
Long 156.07 E
[illegible] to encourage [illegible] (cut down)

Wednesday October 26th /70
Saw a Ship | Commenced strong from the N.N.W. [illegible]
& rain. at 12 M wind about E.S. [illegible] ship
148 Whales [illegible] | headed to the S & W. at 2 P.M. wind about S.E.
standing S W. at 4 P.M passed a large [illegible]
to see her. | Steering about N.N.E. 37.48 150.41

Thursday October 27th /70
Strong breeze from the S.E. [illegible]
part of the S.W. Employed in [illegible]
N.B. since leaving the Reef my legs [illegible]
me very much. The pain has [illegible]
my [illegible] but the strength does
return in going aloft I [illegible]
me [illegible] sometimes as though [illegible]
get up & down our Cooper is [illegible]
guess he was rather worse then I
the first place, no doubt but what
caused by eating Fish which was poison.

Friday October 28th /70
Strong [illegible] cruising [illegible] around [illegible]
no [illegible] for [illegible] 39.39 S
154 06 E

tween the Latitude of 36.00. & [illegible] South

Saturday October 29th /70

Commenced with a moderate gale from the N.W. Ship under close reefed main & Mizen t. topsails thick & hazy all day, saw nothing but a few finbacks

39.44 S 155.04 E

Sunday October 30th /70

Commenced with a moderate gale from the N.W. at 6 A.M. thick & rainy, ~~at~~ wind hawled in to the the S.W. heading to the N.W. at 9 A.M. made some sail. at 1 P.M. wore ship heading to the S. at 2 P.M. the sun out bright & clear [illegible] rather cold, Ship under three reefed topsails & foresail.

ow often I think of home & all its pleasures & those comforts which which I left behind me. I cannot seem to realize how I came to leave that winter unless it was because I was tired of loafing & it cost so much to live at home oh how I would love to see my Loving Wife to night & fold her in my arms. If I can only be permitted to meet her on the shores of time, what a happy day it will be. Oh I so long for that day. All I am now seeking is a reputation, God grant that I may obtain it, if I do I doubt wheather I shall ever come on such a long voyage again but think I shall be one of those short voyages. George

Monday October 31st /70

[illegible]ommenced fresh from the N.S.W. [illegible] the 1st part, at 5 A.M. wore ship [illegible] heading to the Westward. Wind from S.W. [illegible] Middle part moderate. Maintop[illegible] set. fine whaling weather and no whales

49.12 S 154.84 E

Tue[illegible] November 1st /70

ow

il

The first [illegible] calm & [illegible] latter [illegible] something [illegible] Middle part light breeze [illegible] saw a Bark heading to the Westward with all sail set,

Ship Europa Cruising for Rig

149 Weeks from My Darling Celia

Wednesday November 2nd/70
Commenced light - Middle [illegible]
Saw a Bark on the wind [illegible]
to Hobart Town Lat S Long E

Thursday November 3rd/70
Commenced fresh from the Nd at 5 A
fresh gale took in Mizen topsail heading
about W by N Wind about S S W at 12
M. Ship under three close reefed topsails at
6 P.M quite moderate Lat 40.57 S Long 153

Friday Nov 4th/70
Fore part strong middle & latter moderate heading
to the W [illegible] Wind from the N.E. Lat 41.06
Long 153.01

Saturday November 5th/70
Fore part moderate from the N.E. heading
to the S.W. at 1 P.M thick fog Middle and
latter part strong from the W at [illegible] P.M.
wore ship steering E by N under a double reefed
Main topsail Lat 41.32 S Long 152.04 E

Sunday November 6th/70
Commenced moderate from the Westward [illegible]
wind S.S.W. [illegible]
daylight at 6 made all sail [illegible]
[illegible] E by E at 1 P.M [illegible]
[illegible] in the light sails
[illegible] Mizen topsail at 4 P.M [illegible]
[illegible] jib & Mainsail Lat 41.26 S Lo

Monday November 7th/
Commenced strong from the W heading
at 5 P.M set close reefed Fore topsail & fore [illegible]
on a zig-zag course same things done [illegible] to-
day Middle part moderate Lat 41.27 S Long [illegible].10 E

Saw a top-sail schooner on the 6th

Tuesday Nov 8th/70
Fresh [illegible] Nd. Main topgallant [illegible]
[illegible] fore part strong to the N.E. [illegible]
[illegible] heading about W S W
[illegible] NW Lat 41.23 Long 155.4

Stood wheel watches to night

Wednesday November 9th /70

Commenced strong from the NW. under whole topsails & cours[illegible] to the wind heading about W SW. at 3 PM ship under three double reefed topsails & foresail. the [illegible] fould about the [illegible] the watch was out at 7 PM set MT sail. Middle part nearly calm at 2 AM took in the starboard boat & put out the old bow boat on the cranes. Lat 41.36 S. and 154.22 E

Thursday November 10th /70

Commenced with a light breeze from the [illegible] heading to the [illegible] saw nothing of notice during the day. Employed in ships duty & making a main topgallantmast. no observations to day
No observations to day.

Friday November 11th /70

Fine weather all sail set with a moderate breeze from the [illegible] on different tacks. Cooper employed making a MT mast. Saw two finbacks

Lat 40.28 S. Long 153.54 East

Saturday November 12th /70

Fine weather fore part. Middle part strong from the NW. steering W SW. At 12 M. took in the topgallantsails. at dark shortened sail standing [illegible] news. Employed during the middle part [illegible] up some of the sheathing of [illegible]. Latter [illegible] with the wind from the [illegible]

Lat 40.58 S. Longitude 151.00

Sunday November 13th /70

[illegible] wind moderate from the E. thick & [illegible] with indications of a heavy gale. at 10 AM [illegible] hauled in to the SW. & blew quite fresh [illegible] an hour then moderated. Ship under [illegible] double [illegible] topsails. [illegible] heading to the SE. During the afternoon loosed the foresail & steered E

Latitude 40.54 South
Longitude 151.15 East

Ship Europa Capt J. G. Tr. Cruising

N. B. Loy [illegible] — Monday November 14th /70
Fresh breeze from the S.E by [illegible] to the
XXXX — N.W. [illegible] [illegible] Kaela [illegible]

Tuesday November 15th
Commenced with a moderate breeze. all sail
set. working to the S.W. The water looks well
but no whales as yet. Lat 40.08 S. Long ~~151.45~~ 150.27 East

151 Weeks — Wednesday November 16th /70
Spoke ship Celia — Fore & Middle part light. Latter part fresh from the
S.E. heading to the Ed during the Middle part
Latter part heading to the S.W. All hands on
deck to day. this morning sent down the old
M. T. G. mast & sent up a new one & staged the
mast & sent aloft the yard. No observation to day

Thursday November 17th /70
Fore part fresh breeze & quite cool. Employed
fore part setting up M. T. G. & Royal rigging.
Middle & latter part fine weather & smooth sea
nothing in sight. Steering to the S & W. at
7 P.M. all sail set steering S.S.W. Lat 41.16 S
Long 151.41 E

Friday Nov 18th /70
Fine weather all day. Fore part light [illegible]
moderate. Latter part strong from [illegible]
about S.W. raised the land during [illegible]
(Tasmania) at 7 P.M. Maria Island
about 10 miles off. Lat 42.21 S. Long [illegible] East

Arrived at Hobart Town

Saturday Nov 19th
Arrived at Hobart Town. [illegible]
at 5 P.M. off the town. found [illegible]
whaling there the Offley & Bark [illegible]

Sunday Nov 20th
Fine weather. I went ashore to day

for Right & Sperm Whales. Voyage

Monday November 21st

Rainy most of the day. Employed washing the paint work inside. received the 31 [illegible] on [illegible]

Tuesday Nov 22d

Strong breeze and cool. employed washing ship out[illegible] the California mail sailed to day & I missed sending my letter. three hours too late

152 Weeks from Home

Wednesday Nov 23d

Employed painting ship outside

Thursday November 24

Employed painting ship inside

Friday Nov 25

Strong S wind. lowered and left two in a boat

Saturday Nov 26

strong breeze. this afternoon I went ashore to see the Agents of the Whale ships.

Sunday Nov 27

Good fresh breeze all day. one watch ashore on liberty

Monday Nov 28

The morning [illegible] calm with the intention of coming in to the wharf. could not get under [illegible] account of anchor. [illegible] night [illegible] the steamer and went to the wharf [illegible]ed bunching bone.

Tuesday November 29th

[illegible]ployed taking out oil out of the ground tier, [illegible]

153 [illegible] better [illegible]

Wednesday November 30th

Employed pumping out oil and putting it in other cask for shipping. latter part stowing the ground tier & filling it with water again

Thursday 1st December 1st 1870

Fine weather. employed stowing the oil on the starboard side [illegible] the watch & [illegible] taking [illegible] from the Port side

Ship Europa lying in Hobart Town

Friday December 2nd/70
Strong breeze, very strong [illegible] part of the day
Employed [illegible] the [illegible] [illegible] empty
casks. at 10 AM unhung the rudder & took it in
on deck in order to fix the pintle

Saturday December 3rd/70
This morning I went on shore & stopped all day. I saw
one or two of the Ship owners but the inducements they
hold out here is rather small & I think I shall go
home.

Sunday December 4th/70
Fine weather, but a strong breeze, a boat
capsized in the harbour & one man drowned

Monday December 5th
Fine weather, took in some wood to dry
from [illegible] oaker.

Tuesday December 6th/70
Very strong from the N.W. two men from
shore employed fixing the rudder irons

154 Weeks from the Woman I Love

Wednesday December 7th
Strong breeze from the N.W. [illegible]
rudder. employed the latter [illegible]
water in the after hold

Thursday December 8th
Employed taking in water &
between decks

Friday December 9th
Fine weather. Employed [illegible] on board the
stores

Saturday December 10
Beautiful weather at 8 AM took steamer & towed off in the
stream

Sailed from Hobart Town Dec 11th/70

~~Sunday December 11th/70~~
~~fine weather with the wind from the S & E~~
~~Ship all ready for. loosed the topsails and set the~~
~~colours. [illegible] from ashore [illegible]~~

Sunday December 11th/70
Fresh breeze a part of the day from the S & E
To day I was invited out to Mr Marsdens and
took dinner & then went with them to a Cousin
of theirs and took tea. went to Church & then back
to Mrs Lucas, & back to Mr Marsdens, at 10.30 PM
& parted with him and bid him good bye. he
has promised to send his picture & his wife's in the
course of five months. Mrs Eagles will send her
Husbands after he returns home from whaling. &
left him to post three letters for me, one was to [illegible] 70

Monday December 12th/70
Fine weather. two men came on board the ship
here to day. Ship all ready for sea at 9 AM loosed
the topsails and set the Ensign. at 5 PM, furled
topsails

Tuesday December 13th
Fine weather ship all ready for sea. waiting for [illegible]

Wednesday December 14th/70
[illegible] with a moderate breeze down river
10 AM took the anchor and went
to Browns river & came to anchor a [illegible]
Of the S W passage.

Thursday December 15th/70
[illegible] weather wind from the S & E [illegible]
[illegible] hauling the topgallant blocks

Friday Dec 16th
wind unsteady. at 2 PM the Capt came on
board

Saturday December 17
At 2 AM. [illegible] called all hands and got the ship under way [illegible]
[illegible] the compass two or three times at 10 AM tacked the wind
from the SE [illegible] E [illegible] Latter part wind S and strong

Remarks On board Ship Europa

Sunday December 18th/70

Fore part commenced strong from the Sd. all sail set steering E by S. at 8 AM took in all the lighter sails. at 6 set them again, middle part moderate. Latter part strong heading about N W under reefed topsails Lat 48 02 S Long 154.41 E

Monday December 19

Fore part strong from the N N E & under reefed topsails heading N W. at 2 AM wore ship heading E at 9 AM wind breeze strong & took in Mainsail & jib steering N E by E. Middle [illegible] Latter part strong breeze under single reefed Main, double fore & Mizen with Main topgallant set

Lat 42.19 S. Long 152.49 E

Saw a Sail this morning steering about N N W

Tuesday December 20th/70

Commenced strong from the Sd. Middle part Light. at 2 PM wind about N heading to the Ea. at 7 PM double reefed the topsails. Latter part strong from the Westward steering N E by N. Lat 41.24 S Lon

156 Weeks from Leaving [illegible]

Wednesday December 21st/70

Commenced strong from the Westward. under double reefed topsails. at 7 AM [illegible] sail. at 5 PM hauled up N by E. [illegible] & steady

Thursday December [illegible]

Commenced moderate from the N by E all sail set. Employed [illegible] the old foresail. at 4 PM sent down the new foresail & bent the old one. Middle [illegible] latter part light air from the [illegible] on the Starboard tack 88,83

158.15

Friday December 23rd/70

Fore part light. Middle part [illegible] latter part strong from the N E & East. at 5 PM double reefed topsails [illegible] at 7 o'clock reefed topsails [illegible] om Hobert Town to the Middle ground

Saturday December 24th 1870

Commenced with a strong gale from the E heading to the N [illegible] under two close reefed topsails at [illegible] took in the fore topsail, heading N.E. at 10 turned the B & Waist boats up. Wind quite fresh. standing half watches during the day. Middle and latter part fresh gale from S & Ed [illegible] to night. I shed many tears on account of my parting with my Beloved Wife on the following day what a sad night. Although three years [illegible] away yet I have not forgotten it. Is it possible that three long years has past & gone. it looks like a long time to look forward to. but time passes swiftly [illegible]. If my life is spared I hope to meet my Loving friends next June. how I shall hail that day which will bring me to the bosom of My Dear Wife. I am [illegible] looking forward for that day when we will meet. How she will rejoice when she gets my letter I sent her from Hobart Town informing her that I am on my way & how she will count the months as one month succeeds another. 36.20

Sunday December 25th /70

Christmas Day

[illegible] months [illegible] from My Dear Wife. What a long time to [illegible] the partner of my life. But when shall I meet [illegible] dearly I would love to have a letter from [illegible] to night. I have been reading some of her [illegible] over to day. they are very precious to me. I read them over often. oh! if I could [illegible] one of those which she wrote the last summer [illegible] will be. I am 36 months from [illegible] killed for 71 [illegible] almost two per month. George

Commenced with a fresh gale from about E.S.E. heading N.E. [illegible] under a close reefed maintopsail Middle & latter part much the same

Ship Europa Cruising on the Midd

Monday December 26th /70
Commenced with a fresh gale of win
from the E S E. lying to under a close
reefed M. T. sail. heading to the N. E. about
6 P.M. wore Ship heading to the Sd. Middle
& latter part much like the fore part
Lat 35 34 S. Long 159,06 E

Tuesday December 27th /70
Commenced with a fresh gale of wind from
the E S E. Ship lying to under a close reefed
M. T. sail heading about S. Middle and
latter part much like the fore part

15 7. Weeks from Celi
Wednesday December 28th /70
Commenced with a moderate gale of win
about E S E. heading to the Sd. at [illegible]
wore ship heading N E. at [illegible] A.M. set
close reefed fore & Mizen topsail & [illegible]
Steward quite unwell to day Lat 36,40 S
Long 158,43 E

Half watches
Thursday December 29th /70
Commenced with a pleasant breeze and [illegible]
so all day from the E. steering different
through the day. Commenced to [illegible]
half watches to night [illegible]
Long 159

Spoke Bark Rumm Mede
Friday December [illegible]
Fine light breeze from the [illegible]
[illegible] set. Spoke and gamed the
Bark Rummy Mead. Capt [illegible]
having his Wife on board Lat
Long

Saturday December 31st
Fine weather all [illegible] working
S S E. all sail set. Wind from
the N. E. at 6 P.M raised [illegible]
sail, which makes two sail in
sight
Lat 35,42 S
Long 158 52 E

Sunday January 1st / 71
I wish all a happy new year. One sixth man by the name of H Haskins wished me a happy year. & I gave him a penny.
Commenced light from the Nd, two sails in sight. Middle part raing, heading to the SE E middle part. No observations

Monday January 2nd / 71
Commenced with a fresh breeze from the WSW or somewhere else. Raised spouts. a were them sperm whale but did not see them again at 11 raised three three breaches 7 miles. came in raing & blowing, at 1 P.M. took in fore & Mizen topsail. Saw a large sperm squid to day I have no doubt myself but what they was Sperm Whales & that we had good weather I think we would have seen them Latter part raing but not much wind Lat 37.58
Long 160.06 E

Tuesday January 3rd / 71
Commenced with a fresh gale from the WSW Ship under close reefed M topsail. heading to the N W first part. Latter part heading to the W, with light air from the NSW. Three reefed topsails set. Lat 36.29 S
Long 160 19 E

Wednesday January 4th / 71
Middle part light. Latter part moderate from the SSE. Employed bending the old M S Sail and bent it
Lat 36.37 S Long 160.12 E

Thursday January 5th / 71
Fine weather wt [illegible] wind from the Nd one sail in sight. Company working to the N W. Saw a number of finbacks during afternoon
Lat 36.54 S
Long 159 41 E

Ship Europa Cruising on the Midd

Friday January 6th/71
Commenced moderate from the Sd & continued so all these twenty four hours one sail in sight
36,27 158,93

Saturday January 7th/71
Commenced moderate from the S. working to the N&W. one sail in sight called is the Planter of Hobert Town Lat 36 93 S
Long 160,26

Sunday January 8th/71
fresh breeze all day steering a bout N&W. wind from the Ed. at 10 AM reefed the topsails and took in the Mainsail & jib Middle and latter part strong at 7 PM close reefed the main
Lat 35,39 S. Long 159,21

Monday January 9th/71
Commenced strong from the Sd & continued so all these twenty four hours under two close reefed topsails, & Staysails Lat 34,38 S
Long 159,56 E

Tuesday January 10th/71
Fore part the fresh Middle & latter part moderate all sail set working
at 9 AM all sail set 34,36

159 Weeks from Hom Bark Lydia

Wednesday January 11th
Commenced moderate. Mi
part light airs. at 7 AM gam
the Bark Lydia nothing
port. Lat S. Long

Thursday January 12th
Commenced mod from
on different tacks one sail
sight. Middle part fresh
part strong 34 49
156 47

round. January 1871

Friday January 13th/71

Commenced strong [illegible] with heavy rain and much lightning. Middle and latter part fresh from the N.E. on different tacks. Lat 34 58 Long

Saturday January 14th/71 156,16

Commenced with a moderate gale from the N.W. at 6 A.M. rain with Lightning & thunder at 7 wind hawled in to the S.W. latter part light wind with a heavy swell running

Lat 35 39 S. Long 156 36

Sunday January 15th/71

Fore part strong at 5 A.M. took in fore topsail and [illegible] the main Wind S.W. Middle part double reefed topsails & courses. Latter part fresh

Monday January 16th/71 Lat 35 42 S Long 157 46

Commenced fresh from the S.W. Middle part all sail set steering to the Nd. two sails in sight during the day. Lat 36. 41 S. Long 155 58 E

Tuesday January 17th/71

A nice breeze all day. Gamed with the English Brig Velocity of Hobartown. Ten months out Ten [illegible] of oil. Lat 35 57 S. Long 158 26 East

Wednesday January 18th/71

Commenced with a pleasant breeze from the [illegible] heading to the N.E. During the [illegible] part two sails in sight. Latter part [illegible] During the day saw some squid. lots of Porpoises. & some jumpers Lat 35 12 S.

Thursday January 19th Long 160,06 E

[illegible] all day from the E.S.E. heading S [illegible] employed [illegible] airing the old topsail

Lat 34 85 S. Long 160 22 E

Friday January 20

Strong all these twenty four hours from the E.S.E. under reefed topsails Employed repairing and old topsail

Lat 35 06 S

Long 159, 88 E

Remarks on board Ship Europa

Saturday January 21st /71
Light gale of wind from E.d under sho
sail. heading to the Nd. nothing in
sight worthy of notice Lat 33.41 S Long 160 20

Sunday January 22nd /71
Commenced with a light whole gale
fore & Mizz topsail furled. Saw one Albatross
to day. Lat 34 26 S
Long 160.19 E

Monday January 23rd /71
Light gale of wind from the Ed. E,
Lat 34 48 S. Long E

Tuesday January 24th /71
Light gale of wind from the N.E.
to the S & Ed
Lat

161 Weeks from Home

Wednesday January 25th /71 Long
Commenced with a fresh gale of wind from
the N.E. heading to the Sd & Ed. lying
under a close reefed Maintopsail & storm
Latter part, more moderate
Lat

He the Killed the old Reed Sow

Thursday January 26th /71 Lo
Commenced moderate from the
to the Ed. at 6 A.M. wore ship
the Wd. wind from the
all sail set. heading
3 P.M. Killed the old red Sow
she had Eight little pigs

Friday January 27

L
Long

S. Whales

Saturday January 28th strong gale
from the E.S.E. Steering to the N.E. at 6
A.M. Frank Boatsteerer raised Sperm whales. low
two boats. struck. killed
to the ship about 9 P.M. Lat 33.17 S Long 159

Sundy January 29th/71

Fine weather Employed cutting a Sperm Whale in taking the trunk the strap parted & we lost the strap. got the case in on deck about 5.30 P.M. bailed and overboard by 9 P.M. took tea and set the watch before 8. Latter part much like the fore part

Lat S
Long E

Mondy January 30th

Fine weather. wind from the N.E.W. Ship heading to the wind to the S.W. employed boiling (the head) Watch below

Lat 35.19 S
Long 159.25 E

Tuesdy January 31st/70

Moderate from the N.W. on different tacks working to the N.W. Employed boiling watch & watch

Lat 35.16 S
Long 159.58 E

Wednesdy February 1st/71

First part moderate Middle part Strong from the S.E. finished boiling at 12 P.M. All hands on deck. Employed [illegible] down the head & [illegible] for the body. at 4 P.M. washed ship.

Lat 34.59 S Long E

Thursday February 2nd/71

[illegible] from the E.N.E. Steering to the N.W. [illegible] baking out water & butter and [illegible] down oil. at 5:30 P.M. saw a large Steamer passing about E.S.E. (probably for Cooks Straits) think it is the California & Australia ship

Lat 34.42 S
Long 159.29 E

[illegible] February 3rd/71

Fine weather and day. Wind from the Ed heading to the Northward. this morning sent down the T. G. S. and bent another. Employed repairing the fore topsail Lat S
Long E

Saturday February 4th/71

Commenced moderate from the E.N.E. at
rain with not wind. steering S.W. at 11.30
~~took all in~~ Steering to the N.W. saw not
although very good seeing 34.18

158 59

Sunday February 5th/71

Commenced moderate from the E.N.E. at
kept off S.W. at 10 steady rain with no
wind and no seeing at 11.30 close reefed
maintopsail and furled the rest
Latter part fresh

Monday February 6th/71

Commenced fresh from the Ed. under
reefed topsails and stormsails. Latter p
more moderate 34.25

157.51

Tuesday February 7th

Sperm Whale

Commenced with a good breeze from
N.E. at 5 A.M. Martin the boat
raised sperm Whales Lowered all four boa
taking every man forward. the Larboard
darted twice but did not get fast.
dont think it was any fault of
boatheader. the whale went [illegible]
the boats came along side [illegible]
all sail and worked ship [illegible]
about N.N.E. when we [illegible]
from the time we raised them
got to the whales they showed [illegible]
for striking, for they was heading
which way. they was [illegible]
& so I call them Co[illegible]
strong breeze from about N.E. work
to the windard on four hours tack
Standing seawatches 34.14

48

Crusing on the Middle ground

3 Weeks from the [illegible] & long [illegible]

Wednesday February 8th/71
Commenced strong from the N. under double reefed topsails foresail & jibe. at [illegible] AM ship lying to under a close reefed Main topsail. laying ship heading about W. & N. wind about N.W. My Desease appears to grow sometimes worse & then again it is rather better, it has troubling me considerable during the last twenty four hours. I am now taking tar water & dieting. eating no greas at all. at 6 PM. wind hawled round from the W. to S.S.E with quite a shower of Rain. Standing boat crews.

Thursday February 9th/71
Commenced strong from the Sd & Ed. during the fore noon on short tack having seen a spout one rising but did not see it again, under short sail, at 1 PM set close reefed F & Mizen topsails heading to the Ed. Wind about S.E latter part more moderate. at 6 PM turned one reef out of the Main topsail & stood sea ~~[illegible]~~ watches Lat 34,21 S. Long 157,10 E

Friday February 10th/71
C[illegible]ned fresh from the S.E. at 6.30 AM [illegible] the reefs out & set Main topgallantsail [illegible] through the day heading to the [illegible] of the day, at sundown took in [illegible] sail, leaving the rest of the sail out [illegible]ing sea watches to night Lat 34 30 S
Long 157.05 E

Saturday February 11th/71
[illegible] weather [illegible] day. at 10 AM Mr Sampson raised Sperm whales going about N. wind about E by E. at 2 PM lowered the three larboard boats. Larboard boat went up to a large whale & [illegible] get one iron in but it came right [illegible] went [illegible] fast wind E S E. [illegible]
34,40 157 31

[illegible]ret-ime

Ship Europa Cruising on the

Sunday February 12th/71

Sperm Whales } Commenced with a light air from the E S E. all sail set steering off ... at 5.30 A.M Capt Nye raised sperm whales heading in to the N E, going very slow. got breakfast & at 6.30 lowered the two quarter boats & waist boat. Mr Sampson tooke the third mate to steer him, Capt Nye taking the starboard boat. I staid and kept ship about the line the boats lowered, the Whales started off, as there was no breeze to speak of, could not keep in sight of the whales. at 8 A.M the whale bore N.E. ... seven miles distant. at 12 M the boats along side. at 1 P.M wind about N. ... latter part light breeze. Lat 34 ...
Long 157 14 E

Monday February 13th/71

Saw a sail at 5 P.M steering S.W. } Commenced with light airs from the N & Ed. all sail set heading in to the E. at 5 P.M saw a sail standing to Sd & W.d. (Probaly a merchantman) Ca... a lot of yellow tails, ... wood and the fish kept in the ship. Middle & Latter like the fore part L ...
L ...

Tuesday February 14th

Light moderate breeze ... the N ... the wind on ... Saw two ~~[illegible]~~ Sulf... Whales about 9 A.M lowered ... along side of the E... ship ... Lady Bird from Wellington bound to ... after coal. Middle and latter part much like the fore part. Latter part heading to the N.W. Made a new fly jib pennant and Main Stay ... & ranges to ... } Lat 34 54
Long ...

Middl ground Febuary 1871

4 Weeks

Wednesday Febuary 15th/71

Commenced with a pleasant breeze from the Nd & Wd. by the wind heading to the Nd & Ed. Employed in Ship duty. at 4 P.M a pleasant fresh breeze all sail set. Latter part quite light at sundown shortened sail.

Lat 34.11 S
Long 158.39 E

Thursday Febuary 16th/71

Commenced moderate from the Wd. at 7 A.M wind hauled round to the Ed. at 7.30 Martin (Bobble) raised Sperm Whales going slow to the Nd & Ed. lowered three boats the Capt taking the starboard boat & Mr Antone the third Mate steering Mr Sampson about the time the boats lowered the whales started of dead to windard chased them untill 5 P.M and then came aboard. Latter part rainy. wind about E. at 11 it came on fresh came down to three double reefed topsails. Lat 34.00 S
Long 158 20 E

Friday Febuary 17th/71

Strong all day from the Ed ship under three doub reefd topsails foresail & Stysays. working to the windard. at sundown tooke in foresail. Latter part more moderate Lat 34.33 S
Long 157.56 E

Saturday Febuary 18th/71

Commenced fresh from the Eastward varying at times to E S E. at daylight made all sail [illegible] Mr. Blunney raised a lone sperm whale going to the Eastward at 8 A.M lowered the two quarter boats & Waist boat. L.B. struck a sperm and got him spouting thick blood tooke him along side and commenced to cut about 4 P.M. [illegible] all hands below at 9 P.M too one boatsteer. Latter part moderate from the Ed. Capt [illegible] lowered the S.B. to [illegible]

Lat 34.00
Long 157 46

REmarks on board Ship Europ

Sunday Febuay 19th / 71

Fore part commenced squally from the Ed. and 4 A.M called all hands took breakfast at 5, it rained in torrents. all hands to ~~wo~~ work on the whale. the belly rope parted. hawled up the fore chain and put it on for a preventer fluke ch Employed all day & all the coming night in cutting on the whale. The ship acted very bad during the fore part of the day. Latter part much better weather

Lat
Long

Monday Febuay 20th/71

Fine Beautiful weather all day, Employ fore part cutting in a whales head & clearing at 7 P.M one watch went below hav been on deck 27 hours latter part ni pleasant air heading to the S.E. started the works during the afternoon

Lat 34,48 S
Long 156,32 E

Tuesdy Februay 21st

Fine weather all day. Employed boiling

Lat 3[illegible]
[illegible]

165 Bbls
from
Fin Back
caught
a Dolphin

Wednesdy Febuay 22

Commenced fine heading to the S.E. [illegible] hands on deck during the fore part [illegible] trunk. Employed boiling cased down [illegible]
7 Bbls

35 06
157 26

caught three
Dolphin

Thursdy Febuay 23rd

Fine weather all dy employed stowing down oil in the after hold

Lat 34.06 S
Long 158 09 E

Capt Nye. Cruising on the Middl ground

Friday Febuay 24th/71

Fine weather all dy. wind from Ed E. fore part middle part wind N E. on different tacks at 6 o'cl saw a large breach to windard. employed middle part washing of the bulworks. all hands on deck after-noon watch below. Latter part rainy

Lat 33 54 S
Long 158 35 E

Saturday Febuay 25th/71

Commenced moderate with rain. Wind from the N heading to the Wd. Middle part light heading to the Ed. A plenty of Birds an fish around the Ship.

Lat 34 00 S
Long 159 15 E

Sunday Febuay 26th/71

Fore part light. Middle and latter part strong from the Sd heading to the N W and Wd at 8 o'cl reefed the topsails

Lat 33 20 S
Long 158 51 E

Monday Febuay 27th/71

Strong all dy. wind from S E. heading to the Ed. Latter part wind from the Ed, Lat 33 36 S
Long 158 29 E

Tuesday Febuay 28th/71

Celia's Birth Day. Written some to her to day. twenty eight years of age.

Commenced fresh from the Eastward, Middle and [illegible] light. To night commenced to stand Westward again

Lat 33 50 S
Long 158 13 E

Wednesday March 1st/71

Light breeze from the N E. fore part Middle part breeze from Nd & N d W. Latter part from the N N E heading to the N W

Latitude 34 16 S
Longitude 157 44 E

REmarks on board Ship Europa

Thursday March 2nd/71

Commenced moderate from the N steering to S & E during the day all sail set fresh some part of the day. Wind about E N E. Latter part wind hauled in nearly N. Lat

Started for the Three Kings

Friday March 3rd/71

Commenced fresh from the N N E with rain. Middle part strong from the ~~S~~ W'd Maintopgallant sail & flying jib set steering E by N. at 4 P.M nearly calm. one large Bark in sight steering to the E'd. carrying sail to night Latter part fresh from about S W. Latitude [illegible]
Long 159 [illegible] E

Saturday March 4th/71

Commenced strong from the S & W Main top=sail set, steering E by N fore part latter part E N E. at 4 P.M took in M T G sail and reefed the fore topsail at 6 set M T G sail at 10 whole fore topsail. steering E N E one sail in sight. Middle & Latter part Strong. Lat 30 [illegible]
Long 162

Sunday March 5th/71

Strong from the S W. M T G sail set, steering fore part E N E. Middle & latter part [illegible] at dark kept the Ship [illegible] reefed Main topsail. Wind about W [illegible]
Long [illegible]

Monday March 6th

Commenced with a fresh wind from the S & W. Ship flying [illegible] at 6 [illegible] kept the ship of E by N [illegible] double reefed topsails & foresail set [illegible] all sail [illegible] F M T G sail set. at [illegible] double [illegible] at 8 set M T G sail over a single reef Main topsail ship going about five or six knots Latitude 31.29 S
Longitude 164 [illegible] E

rom the Middle ground To the Three Kings

Tuesday March 7th/71
Fresh all day from the S.S.W. steering near
East all sail set. at dark hove to & shortened
sail, about 12 miles from the Three Kings
which lie to the Westward of the North end
of New Zealand Lat 33.55' S
saw Bark this morning Long 171.30 E
[illegible] wind heading to the S.S.E. with no Mizen top mast up

7 [illegible]
from home

Wednesday March 8th/71
Commenced light from the S.S.E. and continued
so all day. Raised the Three Kings this morning
middle part steering to the Ed latter part
steering N.N.W. shortened some sail at sundown
Found the Chronometer to be about two minutes
to fast Latitude ~~33~~, 33.47 S
Longitude 172.27 E

Three
Kings

Thursday March 9th/71
light breeze all day from the S. steering N.W.
saw some grampuses. plenty of tide rips
Latitude 33.00 S
Longitude 172.20 E

Friday March 10th/71
Fine light weather all day wind from the
[illegible] steering to the N & Ed. Employed making
[illegible] middle & latter part much like the
[illegible] Latitude 32.26 S
Longitude 172.39 E

Saturday March 11th/71
[illegible] light & continued so all day
[illegible] the [illegible] smooth & splendid weather,
[illegible] in [illegible] day. Employed bending
[illegible] foresail & reeving new
[illegible] Rove new fore braces.
[illegible] Main, Main topsail & Topgallant braces
but the topsail & topgallant braces around
rove new M.T. sail reef tackles. Bent a new jib
& fore topmast stay sail Lat 31.38 S
Long 173.05 E

Remarks on board Ship Europa

Sunday March 12th/71

Second Litter of Pigs. 10 for the little black Sow ✠ | Commenced light from the Ed [illegible] the wind heading S.E. & S S E, Middle part much [illegible] sail set. Latter part much like the fore part.

Lat 32.50 S
Lon 173.19 E

Monday March 13th/71

Off duty on account of Piles | Commenced fresh from E.N.E. veering one point to the Ed. about 9 A.M. bent the flying jib, rain and thick. Raised the [illegible] [illegible] 9.45 A.M. breeze strong all sail set.

Made the Land. N. Zealand | came up to the land & tacked ship [illegible] was to the Westward of the nine pins, at 1 the light sails in. at 5 [illegible] reefed [illegible] & double reefed the Main & handed [illegible] no observations to day. at 8 ½ P.M. took [illegible] Mainsail. called all hands. took in fore & Mizen topsail & passed the things out of the B & Waist boat. Latter part blowing very fresh from the E. steering [illegible] close Maintopsail & foresail

Heavy gale of wind |

Tuesday March 14th/71

Commenced with a heavy [illegible]
from the E. steering at [illegible]
reefed Maintopsail & fore [illegible]
to get an offering. [illegible]
the foresail & left to the
about N.N.E. at 12 [illegible]
rainy & thick. [illegible] the
[illegible] wind the [illegible]
P.M. took in the [illegible]
the wind head [illegible]
Latter part more moderate

to the Nor'rd of the Bay of Islands

65 weeks
om M
ing Ship

Wednesday March 15th/71

Commenced with a fresh gale of wind from the [illegible] heading to the W & NW for first [illegible] at [illegible] AM wore ship heading to the S. ship lying to under a Main Spencer & F T M staysail Ship riding to first rate at 12 M set the reefed fore & Main topsail & foresail. during the afternoon turned one reef out of the fore & Main topsail & set the Mainsail. heading to the S. wind about W S. at dark shortened sail Lat 33,24 S
Long 174,19 E

Thursday March 16th/71

Commenced with light airs from the W. steering S S W about also. shook out the topsails and let them remain on the [illegible] all night
Lat 33.22 S
Long 174.19 E

Friday March 17th/71

fore part calm Middle & latter part light air from the E. steering S. E employed in working boat gripes. Latter part steering S 1/2 [illegible] [illegible] going two or three knots
Latitude ~~34.54~~ 34,28
Longitude 174.33. E

Saturday March 18th/71

[illegible] light moderate from the S.E. luft to the wind at 3 AM thick [illegible] AM reefed the topsails [illegible] [illegible] hauled the courses steering N E [illegible] wind came out N E & N N E [illegible] times coming N N W [illegible] noon set whole topsails
Latitude 34. South
Longitude 173 57 East

Sunday March 19th/71

fresh breeze from the N.E. to the wind heading to the N W under topsails & courses at dark shortened sail
Latitude 32,46 S. Longitude 173,14 E

Ship Europa Arrived at Bay of Islands Mar 21

Monday March 20th/71
Fine pleasant breeze all day from N.E. fore part heading well to the Ed. Middle part nearly S.E. [illegible] tack short [illegible] saw nothing to do worthy of notice
Latitude 33.22 S
Longitude 173.13 E

Tuesday March 21st/71
Bay of Islands
Light moderate breeze from the N.E. at 1 AM made all sail steering S 1/2 E about 10 AM made the land at 4 PM got the anchors off the bow and [illegible] 6.30 PM came to anchor in [illegible] the 12 sail of ships here three homeward at 11 PM I received 6 letters all from No 33 34 35 37 38 & 39 and [illegible] Marsden Tasmania

169 [illegible] [illegible] D [illegible]
Wednesday March 22nd 71
Fine weather all day getting ready to [illegible] freight take a raft of casks ashore today for water

Thursday March 23rd/71
Commenced with a fresh [illegible] at 11 AM the Bark Sea [illegible] a raft of oil along side [illegible] where I saw the Dr [illegible] Piles

Friday [illegible]
Fresh breeze from the [illegible] in a little weather [illegible] at 6 PM [illegible] [illegible] [illegible] about 1 PM got up the [illegible] anchor I [illegible] on bottom having the Big anchor [illegible] 60 fathom our [illegible] [illegible] [illegible] [illegible]

Saturday March 25

9 [illegible] Commenced with a fre heavy gale of wind from the NE with rain, then hawled in to the N. Ship lying with two anchors ahead. a little after 4 A.M. the ship started her anchors. called all hands and hauled up all the chain and hade it all out. she dragged way across the bay. at 6 A.M. the wind was N.W. and continued to haul to the Westward. and the more it hawled the more it was in our favor. at about 7 calm, with a swell on. & then the wind came in to SW. & blowed quite fresh. employed stowing down a bit we had on deck

Sunday March 26th/71

Fine weather. at 3 A.M called all hands to take the anchors and went over among the ships & came to anchor again. Latter part fresh from the SW. The Starboard watch on liberty

Monday March 27th/71

Commenced fine, employed stowing oil [illegible] decks. [illegible] the Starboard [illegible] [illegible] Bark Minnesota sails to

[illegible]sday March 28/71

[illegible] all day. Employed stowing [illegible] Quite unwell all [illegible]

March 29th/71

[illegible] all day. Strong breeze middle [illegible] from the SE. Bark [illegible] sails to [illegible] Employed stowing down water. [illegible] Nos 74 to [illegible] 9th 71. 72. 73. the day previous

Ship Europa Bay of Islands

Thursday March 30th/71

Fine weather. [illegible] during [illegible] the ship [illegible] deck. [illegible] sails [illegible] the [illegible] Bark & Bark Eliza [illegible] came in on account of damage sustained during the recent gale. At [illegible] 4 [illegible] the wind [illegible] from the S.W. and the Northern Light & Humbler got under way and went to sea. Homeward bound

Sent No. 75 to the N. Light

Friday March 31st/71

Fine weather all day. the [illegible] the Bark Jammerlain [illegible] Employed in ship duty

Saturday April 1st/71

Fine weather the fore & Latter part, Middle part raining with the wind from the N.E. [illegible] in [illegible] reef [illegible]. The Bark Matilda Sears [illegible] Ship Europa work all done ready [illegible]

Sunday April 2nd/71

Fine weather all day. Larboard watch on liberty. I went on shore with the Mate had a ver

Monday

Commenced with rain, [illegible] weather [illegible] work. [illegible] Port anchor [illegible] fathom

Homeward bound,

Tuesdy April 4th/71
Strong from the Ed with steady rain at 2 PM took the [illegible] anchor up, Latter part nearly calm.

71 Weeks
[illegible]
Celia

Wednesdy April 5th/71
Commenced light from the N.E. middle part moderate breeze. Head wind & tide to get out. loosed the sails this morning.

This morning Capt Mike Baker (Late mate [illegible] them Light, Wife & Child, and Capt [illegible]k Hunter took passage for steamer [illegible] and & thence for home via California

Thursdy April 6th/71
Commenced with a light air from the N E thick fog. at 9 AM all clear. the Bark Osmanlia bore up and started out [illegible] [illegible] a little way. at 4 PM the wind came out from the S W. Bar soon hauled around and to the S E. four ships waiting for suitable time to go to sea, & the rest of the fleet getting ready as soon as

Friday April 7th/71
[illegible] with a light breeze from [illegible] [illegible] and [illegible] sail. the [illegible] to see the Dr this [illegible] in order to go to sea. [illegible] one man from the ship [illegible] him. [illegible] up the [illegible] [illegible] three sail went to sea this morning. Bark Eliza. Louisa and Ship Millon. about 10 the wind was up the Bay, but down the Bay where the ships lay

Ship Europa Sailed from Ba

Saturday April 8th / 71

Commenced with a fine ~~[illegible]~~ light air, [illegible]
[illegible] rain at [illegible] rate. [illegible] in with
the boat this morning I found Mr Simons
about the same. The Bark [illegible] in
the Bay [illegible]. Capt Williams came [illegible] on
account of his chro. Chronometer being
out of the way. Think he obtained one of
Capt [illegible]kman of Bark Live Oak

Sunday April 9th 71.

Fine weather all day. [illegible]
day, attended church. [illegible]
[illegible] of the Live Oak [illegible]
[illegible] with Capt [illegible]
Mr Green & the stewards going [illegible]
something home for the [illegible].

Monday April [illegible] / 71

Fine weather & a beautiful bre[illegible]
[illegible] wind out. The Dr [illegible]
allow Mr Simons to go [illegible]
so we had to wait. we
got a cask of water [illegible]
on shore. The Bark
[illegible] day. had a [illegible]
go out with

Tuesday [illegible]

Commenced [illegible]
for Sea. Mr Simons [illegible]
about 12 M. [illegible]
moderate breeze came [illegible]
the S & W. [illegible]
the ship [illegible] before we [illegible]
came near the Bark Sea [illegible]

Islands for Home April 11th/71

Geo L Bowman

iled
om the
Bay of
Islands
for
Home
ril 11th
1871

clued up all sail, hove up and kept astern
made sail and [illegible] the Bay of Islands abt
3.30 P.M. gentle breeze right aft. Left in the
Bay three sails of ships. Live Oak. Sea Ranger
& Crowningshield of ~~a~~ Fairhaven, Capt Sharo
with a Portuguese gang. Latter part light gentle
breeze from the SSE steering E.b.E.

12th
from

Wednesday April 12th/71
Commenced light from the E.S. steering E.b.N.
[illegible] fore part. Middle & latter part steering [illegible]
E.S.E. all sail set. carrying Main royal all day
Middle part squally. Latter part light breeze and
[illegible]ded.
Latitude 35.18 South
Long 176.28 East

Thursday April 13th
Commenced fine from the S.d. steering E b S 1/2 S
all sail set. during the [illegible] took the
anchors in unstocked them & lashed them on
deck [illegible] so much like the[illegible]
Latitude 36.25 South
Longitude 178.22 ~~West~~ E

Friday April 14th/71
[illegible]ed moderate from the [illegible]
steering E b S 1/2 S fore part
E.S.E. [illegible] in ship [illegible]
[illegible] the foresail to dry
[illegible] the [illegible] part
Lat 37.31 South
Long 179.23 West

April 14th/71.
[illegible] fore part moderate from the N.W.
[illegible] steering E S.W. Middle part wind [illegible]
at 5 P.M. wind about [illegible] Latter part [illegible]
[illegible] the middle part. Latitude 36.55 South
Longitude 176.41 West

Ship Europa from New Zealan

Saturday April 15th/71

Commenced with [illegible] the Nd, all sail
set steering ENE. at 9 AM take in the
Bow & Waist boats, stove the Waist boat in
taking it in. During the Afternoon sent
a new main topsail [illegible] and sent the
old main one up forward, rove new [illegible]
[illegible]. No observation to day

Sunday April 16th/71

[illegible] Commenced strong [illegible] about [illegible]
heading about ENE, all sail [illegible]
[illegible], at 2 AM hauled the
sheet, take in F.T.G. sail & [illegible]
reefed the mizen, at 6 M.T. S. sail
double reefed the topsails. at 10 the
12 M the mainsail, at 1 PM [illegible]
a close reefed main topsail at 3 PM
[illegible] Maintopsail, at 4 ship heading
at [illegible] wind moderating, [illegible]
[illegible] moderate. heading [illegible]
no observation to day

Monday April [illegible] 71

[illegible]
28. 8/10 Commenced with a moderate
wind from the NE. [illegible]
at 8 AM fresh [illegible] around
At 7 sent down the [illegible]
[illegible]. at 2 P.M. [illegible]
E N E. wind [illegible]
at 2 set a close
foresail. Latter [illegible]

Tuesday

Killed the black Sow Commenced with a gale from the [illegible]
Ed & NE. running under a close reefed [illegible]
reefed foresail. at 7 AM all sail [illegible]
N & W. Latter [illegible] moderate

to New Bedford via Cape Horn

2 Weeks Wednesday April 19th/71
[illegible] Commenced light [illegible] from the Ed and [illegible]
much lightning. Middle part wind from
the N.E. Latter part [illegible] Ed. Poor passage weather
making but little progress towards Cape Horn
Latitude 42.50 S
Longitude 164.31 W

Thursday April 20th/71
Commenced with a fresh breeze from the
Ed. head wind all sail set. Latter part
from the E.S.E. under [illegible] reefed topsails
Latitude 42.30 S
Longitude 163.[illegible] West

Friday April 21st/71
Commenced strong [illegible] from the S.E. hauling [illegible]
[illegible] [illegible] under [illegible] reefed [illegible] Main topsail
[illegible] Middle all sail made. [illegible] very heavy at
2 A.M. [illegible] [illegible] [illegible] in [illegible] in the
[illegible] [illegible] [illegible] [illegible] [illegible] in the [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] under
[illegible] [illegible] topsails & [illegible]. Latter part
very strong from about S.S.E.

Saturday April 22nd/71
[illegible] [illegible] breezes very strong from the S.S.E.
[illegible] [illegible] Middle took in [illegible] and
[illegible]. at 8 set the Mainsail at
[illegible] [illegible] turned one reef out
& set the M.T. Gallantsail
[illegible] [illegible] close reefed main topsail and [illegible]
Latitude 42.09 Long 157.44

Sunday April 23rd/71
a moderate gale from the S.W.
[illegible] under close reefed M.T. Sail & foresail
[illegible] [illegible] close reefed fore topsail at 3 P.M. M.T.G. Sail [illegible]
[illegible] [illegible] reefed M.T. sail. Latter part much [illegible]
[illegible] [illegible] hare Latitude 42.28 S
Longitude 154.20 W

Remarks on board Ship Europ

Monday April 24th 1871
Commenced strong from S.S.W. [illegible] sail
set over since [illegible] Main topsail. Middle part
set jib & turned [illegible] out [illegible] topsail
at Morning [illegible] wind near [illegible]
-ing E. Latter part a little more moderate
Latitude 42.59 S
Longitude 150.11 W

Tuesday April 25th
Commenced strong from the S.S.W.
at 7 A.M. all sail set, steering E
Latter part a pleasant fresh breeze
the S.W. Employed during the [illegible]
breaking out provisions and [illegible]
This has been the first day for a long time
have been able to take the hatches off without
coming down there
Latitude 42.15 S
Longitude 145.56

173 Weeks from My Darling Wife

Wednesday April 26th
Commenced fresh from the S
all sail set, Steering E.b.S. during
the day had some of the [illegible] in [illegible]
set them again, parted the [illegible]
the flying jib took it in
Latter part strong breeze fr
Latitude
Lon

Thursday Apri
Commenced str
sail set, steering E
part wind about
Middle part show
no observation to day
About Latitude 4
Longitude 1

rom New Zealand for Home via Cape Horn

Friday April 28th/71

Commenced [illegible] from the W. all sail set. Steering E by S. at 7.30 A.M. sent down the Maintopsail [illegible] up forward, & bent a new maintopsail at the Main. at 2 P.M. all the light sails in, Ship under whole Main [illegible] reefed [illegible] topsail & foresail. Barometer [illegible] [illegible]. at 10 P.M. Ship under a close reefed Main-topsail. wind about S.W. Latitude 46.20 S

Longitude 137.16 W

Saturday April 29th/71

[illegible] wind strong from the S.W. Ship under close reefed M.T. Sail steering E. Indications of a heavy blow, at 8.30 A.M. a very heavy squall, about 10 A.M. set a reefed foresail and run the Ship untill three 3 P.M. took in the foresail & hove the Ship to the wind, heading about SbyE to SSE. [illegible] Middle part [illegible] the ship quite a quantity of water [illegible] [illegible] going on her course. at 4 P.M. it blew very heavy and the sea has started up [illegible] at 10 P.M. [illegible] Ship lying to under a Goose wing M. T. sail Main [illegible] & fore T. M. staysail [illegible]

Longitude 129.01 W

Sunday April 30th/71

Commenced with a strong gale of wind from the [illegible] & then hauled in to the Westward. Ship under a Goose winge Main topsail, [illegible] the SE, at 6 A.M. Ship [illegible] E. under a close reefed M. T. at 10 A.M. Main topgallantsail and Maintopsail & a close reefed [illegible]

Latter part more moderate

Ship Europa from New zealan

Monday May 1st /71

Commenced with a fresh breeze from the
N.W. all sail set 7 Knots. At 12 M comm
to take in sail. at 5 P.M. ship running
under a close reefed maintopsail. blowing
fresh from the N.W. steering E.

Tuesday May 2nd /71

Commenced with a fresh gale from the
N.W. ship running under a close reefed
Maintopsail. gale moderating [illegible]
all sail set steering middle [illegible]
from the W.N.W. to day emptied the
cask from of deck & shooked them
lashed a spare mainyard midships [illegible]
help brake the sea that the ship ship
Latter part strong from the N.W. [illegible]
Longitude

174 Weeks from My Loving Wife

Wednesday May 3rd /71

Commenced strong from the W.N.W. ship
M.T.G. sail. topsails & courses at 4 P.M. Ship
under a double reefed Maintopsail & foresail
large quantity of water [illegible]. I dont
so much water on deck in the
time to almost frighten me. Stee
time east & some part E b S
run the best. At 3 P.M. [illegible]
again Latter part fresh [illegible]
Longitude [illegible]

Thursday May 4th /71

Commenced with [illegible] sea
W.d. veering a few points [illegible]
the other. steering east [illegible]
she runs the best, under a [illegible]
Main topsail & reefed foresail [illegible]
[illegible] in the foresail. blowing [illegible]
very bad sea running. during the afternoon very [illegible]
squalls. at 4 P.M. sea more regular

bound to New Bedford via Cape Horn
[illegible] 4th Mate of [illegible]

Friday May 5th/71
Commenced with a fresh gale from the S.W.: steering E under a close reefed maintopsail. at 7 A.M. commenced to make sail at 12 M. M.T.G. sail; at 1 P.M. rainy with a falling barometer hauled the Mainsail and reefed the fore topsail
Latitude 54..25 S
Longitude 104..49 W

Saturday May 6th/71
Commenced strong W.S. steering E by S. under [illegible] topsails. at 8 A.M. Ship under close reefed M.T. [illegible] & reefed foresail. at 10 A.M. furled the foresail [illegible] Bar 27. 1/10 29 1/2 at 6 P.M. hove to the wind under a close reefed main topsail. heavy [illegible] wind [illegible] S.W.; the [illegible] part of the night [illegible] blew like great guns. ship [illegible] at a fine rate, yet at the same time a great quantity of water on the deck for the most of it came in from the lee side, our decks is almost constantly flooded most of the time with water. I never saw the beater but then we are loaded rather deep yet still Lat 52.30 South
Long 100.22 West

Sunday May 7th/71
[illegible] with a heavy gale of wind from the [illegible] lying to. at 8 A.M. kept off steering [illegible] under a reefed foresail & close reefed maintopsail [illegible] turned one reef out of the Main topsail furled the foresail and [illegible] hauled the [illegible]sail. a very heavy squall [illegible] did not touch us. [illegible] down to [illegible] 110 Latter part quite ab[illegible] Running under a close [illegible] maintopsail & foresail
Latitude 53.15 South
Longitude 98..35 W

Ship Europa from New Zealand

Supper at 4.30 P.M. (We have a [illegible] now in the cabin, & a fire in it day & night, so we [illegible] our stove [illegible] it is [illegible] all fore & aft. It is nice & no mistake) Long dog watch now days

Monday May 8th/71
Commenced fresh from the Wd, under clo
reefd M Tsail & foresail. at 4 A.M. reefd the
foresail, at 8 set whole M T sail & M T gall
sail, squally through the day, with snow
& hail. At 10 P.M. heavy squalls double reefed
the Main topsail. Latter part very strong
Latitude 53..58 S
Longitude 95..33 W

Tuesday May 9th/71
Commenced strong from the Wd, [illegible] low
sail, steering E b S at 1 A.M. com[illegible]
make sail, at 10 A.M. all sail set, [illegible]
draw. Middle & latter part steering [illegible]
Barometer going up fast. Latter part m[illegible]
Latitude 53..07 S
Longitude 90.45 W

175 Works) (turn the woman's arm so anxious to see
Wednesday May 10th/1871
Commenced with a moderate bre
the Wd. all sail set, it being the
time for a long time, Strong to
frequent snow flurries. [illegible] weat
through the day and rather ligh
Middle part [illegible] out wat
tank. fixing a cask [illegible]
Now) [illegible] sleep in for [illegible]
much of late. The
every large sea which
with Pigs she [illegible]
Barometer up as [illegible]
this weather. I [illegible]
Kept her so low
Latter part [illegible]
Wind very unsteady [illegible]
the Southard around to th[illegible]
Latitude [illegible]
Longitude [illegible]

[illegible]ound to New Bedford Via Cape Horn
George [illegible], [illegible]

Thursday May 11th /71
One Month from the Bay of Islands.
Commenced moderate from the Sd. all
sail set, steering E by N. Middle part wind
from the Westward Latter part from the Nd
Latitude by D. R. [illegible]
Longitude by D. Re. 84.15 W

[illegible]te, [illegible] has [illegible] all
[illegible] this is the first day since
[illegible] been in high latitude

Friday May 12th /71
Commenced with a fresh breeze from the Nd
gradually hauled in [illegible] about [illegible]
[illegible] sail set. [illegible] the wind [illegible] from
[illegible] about 2 P.M. exchanged
Longitude with a [illegible] Bark her
Longitude being about [illegible] miles to the
~~Westward~~ Eastward of ours. at 4 30 P.M. all our light
sails handed. [illegible] Latter part
[illegible] under two double [illegible] topsails
& foresail Barometer dropping [illegible] down to about
29°
Lat. [illegible]
Long. [illegible]

Saturday May 13th
Commenced moderate from the Nd W.
[illegible] a few points either way. under
[illegible] at 5 A.M. commenced to make
[illegible] Middle part fresh breeze with
[illegible] [illegible] sail set. at 5 P.M. under
[illegible] topsails covered & jib. at [illegible]
[illegible] under a close [illegible]
[illegible] foresail Strong breeze from
Lat. by D. R. 57.07 South
Long. by D. R. 76.5[illegible] West

Sunday May 14th /71
[illegible] steering E by N. fore part during the forenoon
[illegible] with you an altitude, hauled up N E by E 1/2 E. Main
[illegible] topsail. [illegible] 4 P.M. [illegible]
[illegible]
[illegible] (see).
Turn over the ~~[illegible]~~ leaf

Ship Europa passed Cape Horn

Sunday May 14th/71

Weather fast strong breeze. ship under course
[illegible] reefs Lower Mizzen single reefs main
some observations to see it being the [illegible]
for some dis. Latitude at 12 M. 57.52 S
Longitude 72.01
Latitude by D R. 57.41 Sou
Longitude " " " 72.42 Wes

Monday May 15th/71

Commenced fresh from the N W
during [illegible] under reefed
At 6 A.M. all sail set. wind
12 M. braced sharp up. Passed
to day bound to the Nd this
of sail we have seen. Middle pa
smooth weather. Employed during the
making our wood oil & [illegible]
what. Passed the meridian of C
Horn during the [illegible] Lat
Weather [illegible] moderate from the [illegible] Lat
[illegible]itude

Cape Horn

[Tu]esday May

Commenced with calm
in from the S & W. and then
at 4 P.M. light breeze from
all sail set. saw a Brig
to day. this makes five
10 P.M. passed a barque
this makes 6 sail
Meridian of 60.
Ship going 8 k
to day.

Longitude 6
Latitude
Longi

om Cape Horn to New Bedford

Weeks) Wednesday May 17 / 71
Commenced Strong the [illegible] all sail set steering
N.E at 9 A.M. all the light sails taken in
Latter part wind E.S.E. Saw the 7th sail this
afternoon standing to the westward at 4.30 P.M.
reefed the fore topsail Latitude 52.55 South
Longitude 64.00 West.

Thursday May 18th / 71
Commences fresh from the E S E. braced sharp
heading N E at 8 A.M. wind about E and then
hauled in N E by E. Middle part nearly calm
P.M. light breeze from the N.W. all sail
steering N E by E. Nothing happened to day
this of note as I know of. Latitude South
Longitude West

Friday May 19th / 71
menced fresh from the N S E all sail
steering. N.E by E fore part middle & latter
steering N.W. one sail in sight. bound
to the Latter part fair smooth, the
no meridian observation
by position by D.R. Latitude S
Longitude W

Saturday May 20th / 71
fresh from the N.W. all sail set.
fore part Middle part N E by N 1/2 N
light sails and ship under three
courses. at 11 A.M. set jib & spanker
bound to the S.W. at 4 P.M.
been too quite smooth
get to sleep to day in
cold. & we are all of 400 miles
and then what we was of Cape
suppose the wind comes of shore
is snow & ice. Millens is coming
again now a days. Latter part strong
by D R. Latitude S
Longitude W

Number of Sails seen on the European passag

May 12th /71 Saw the first 1st Sail Bark
" 13th " " " 2nd " "
" 14th 3rd " "
15th 4th " Brig
" " 5th " Ship
16th 6th Bar
17th 7th Ship
19th Saw a sail steering 8th the same as ourselves Bar
" 20th " " " 9th to the SoWd Bar
" " " " " " 10th " NoEd Bar
June 2nd " " " to the NoEd 11th
" 5th " Three sails, one going 14th to the SoEd,
& the other going the same as o
June 6th one new sails in 15th sight bound
" 8th " " " " sight 16th bound to the
" 9 " " " " " 17 " to the
" 10 18 bound to the
11 19 " " " SoWd
" 12 Saw " " " " " 23 one Schooner
the other three Barks all going the wind, Ba
June 16th saw a sail bound to 24 the SoWd Bark
" 20 Saw a sail bound to 25 the NoEd
" 21st " two " " 27.
" 22nd saw a sail bound to 28 the SoEd
" 25 " " " " 29 "
" 26 " " " " " 30 th
" 27 " " " " " 31
" 28 " " " " " 32
" 29 " " " " "
July 1st four " " " "
" 2nd " saw a sail
" 3rd saw a sail bound
" 4th " " " " " 40
6th " " two " 40, 41
" 7 Saw four sails, three of 42, 43, 44, 45 Schooners them going
" 9 46 bound to the Eastw

rom New Zealand to Cape Horn & thence to N Bedford

uly 7th saw three Sails | 47. 48. 49. Two bound to N Bd Bark
" 9th saw five " | 50. 51 52 53. 54 1 Bar 1 Brig three Sch. one Ship
" 10th " four " | 56, 57, 58. 59. Two Schooner
" 11 9 ditto one Steamer | 60, 61, 62 63, 64, 65, 66, 67, 68 Steamer 1
seven Schooner and the rest uncertain what they were

Ship Europa from Cape Horn

Crost the M. Royal and [illegible]

[illegible] the new flying jib to do

Sunday May 21st /71

Commenced strong from the N.W. blowing about [illegible] 6. under reefed topsails courses & jib. at 7 A.M. all sail set. at 9 bent the Main Royal & sent the same aloft and set the sail. I mended the flying jib bent it & set it. broke out water, took observations to day, this being the first ~ observation for a long time. Latter part strong. reefed topsails. Latitude 40.16 South
Longitude 49 [illegible]

By D. R. Latitude 48.02
" " Longitude

Monday May 22nd /71

Commenced strong from the W. under reefed topsails courses & jib. N.E. [illegible] at 7 A.M. turned the reefs out of the [illegible] & one out of the fore topsail set main topgallant sail & flying jib. [illegible] light sails in, going about 9 knots [illegible] fore part a little [illegible] Middle [illegible] braced sharp up. at 6 [illegible] Main topsail. Latter [illegible] sail. beautiful weather all [illegible]

Note. I have not seen the Pl[illegible] or the belt of Orion for some [illegible] whether they cannot be seen [illegible] Latitude or not I doe not [illegible] note of it the first time [illegible] Mate says he has been told [illegible] of May it was not to [illegible] he could not [illegible] for I should think we [illegible] in Southern latitude if the [illegible]

Latitude [illegible]
Longitude [illegible]

bound for New Bedford U S A

Tuesday May 23rd/71
Commenced strong breeze from the [illegible] W. all
sail set at 6 A.M. ship going about 9 & 1/2 knots
[illegible] middle part [illegible] out [illegible] &
[illegible] all day I have been below all day
on account of [illegible] Latter part more moderate
Latitude 48.35 N
Longitude 48.50 W

7 Week
[illegible] the

Wednesday May 24th/71
Commenced ~~moderate~~ fresh breeze from S.W. [illegible]
[illegible] N. & Ed all sail set, middle part quite light
[illegible] S.S.W. repaired the Waist boat & [illegible]
[illegible] at 4 P.M. Latter part moderate from
the N. & Ed on the starboard tack, Latitude 41.08 N
Longitude 40.36 W

Thursday May 25th/71
Commenced moderate [illegible] the N. & Ed all [illegible]
[illegible] on different tacks [illegible] B Boat [illegible]
[illegible] morning. Nothing worthy of note [illegible] day.
[illegible] this evening [illegible] measuring the distance
[illegible] tween the Planet Venus & the [illegible]
[illegible] difference between the [illegible] & the [illegible]
[illegible] an observation this afternoon [illegible]
[illegible] mistake either in altitudes & taking
[illegible] they did not place the ship in the

May 26th/71
[illegible] ate from the N. & Ed all
[illegible] the Ed fore part, middle
[illegible] N. & Wd. fresh breeze at
[illegible] topgallantsail at 5 P.M. [illegible]
[illegible] Latter part strong
[illegible] 13 Rigs to night
Latitude N
Longitude 49.06 W

Ship Europa from Cape Horn

All the Pigs alive but one

Saturday May 27th/71

Commenced fresh from the N.E. & [illegible] hauled to the Nd & Wd at 7 A.M wind E., heading N.W.E. at 12 M. wind S.E. [illegible] a very heavy swell running from the N.E. the Ship plunged in it so heavy was obliged to shorten sail on account of her pitching. Lat 38,21 S Long 39,15 W

Loan Pig dead.

Sunday May 28th/71

Commenced strong from the Sd steering N at 10 A.M set fore t.gallantsail & M. Royal latter part moderate all sail set. Lat [illegible] Long 36.

Monday May 29th/71

Fore part moderate from the S.E. Middle part very light. emptys overflow and [illegible] Latter part light airs Lat 33. Long 34.

Tuesday May 30th/71

Commenced with light air from the the Nd & Ed, Employed in ship. drying the Spank. & took the sails out of [illegible]unk & dried them, [illegible] the & bent an old one. at 5 P.M. from about N W

174 Weeks from my Dear Wife

Wednesday M[illegible]

Light from N.W. & the Spanker [illegible] the Ed heading N. Main royal backst[illegible] some of the light-

Thursday June 1st/71

Strong from the Ed, heading light sails [illegible], at 6 A.M. reefed in jib Latter part more moderate

Bound to New Bedford June 1871

Scord & Bowman

Spliced the Main [illegible]

Friday June 2nd /71
Commenced strong from E to ENE under short sail heading from Nd to NNE. Middle & latter part light from the NNW all sail set heading to the Wd & Ed

Saturday June 3rd /71
Fine light weather with the breeze from the N & W Employed in ship duty broke out water this morning at 4.30 P.M. the wind suddenly shifted to the S W all sail set steering to the Nd & Ed
[illegible] N.E.
Latitude S
Longitude W

Sunday ~~July~~ 4th /71 June 4th
[illegible] years ago to day I arrived home in ship Gov Troup
Commenced moderate from the Wd all sail set steering N.E. no sail in sight middle and latter part fresh going nine [illegible]
Lat
Long

Monday June 5th /71
Commenced moderate from the Nd & Wd all [illegible] set steering NE by Nd three [illegible] in sight. Employed in repairing [illegible] sent down the foretopgallant [illegible] another one at 6 P.M. after [illegible] the Spanker. Latitude 23.35 S
Longitude 29.10 W

[illegible] June 6th /71
Commenced with [illegible] from the W S W all [illegible] steering N by Ed [illegible] bow to day, three sail in sight. Mr Sampson tooke a [illegible] in to night (he having been [illegible] watch.
Latitude 21.54 South
Longitude 29.10 W

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Ship Europa From Cape Horn

17 9 Weeks) Wednesday June 7th/71

from My Loving & Darling Wife Celia)

Passed the Island of Trinidad,

Commenced with a light breeze from the S.S.E. all sail set, steering N.N.E. at about 9 A.M passed by the Island of Trinidad. Employed during the forenoon breaking out provisions. about 3.30 P.M got the Fore topmast studdingsail set, at 7 A.M sent the Fore Royal yard aloft. two sails in sight. Latitude [illegible] 17°

F. G. M. Royal & F. T. M Studdingsail set Longitude [illegible]

Sent the fore royal and F.G. Mast [illegible] Studdingsail

Took the trade this morning

Thursday June 8th

Strong trades. all sail set. steering [illegible] E. two sails in sight. Employed in [illegible] all part took in Stud [illegible] Miz [illegible] S. & Main Royal. &c

Lat [illegible]

Friday June 9th

Strong breeze from about S.E. [illegible] E. all sail set steering N.N.E. Middle & latter part [illegible]

Latitude [illegible] 13 [illegible]

Longitude [illegible] 27.2[illegible]

Saturday June [illegible]

Strong breeze all day [illegible]

of the light sail [illegible]

meat to dry. o [illegible]

Sunday June 11th

Commenced [illegible]

sail set. fore [illegible]

steering N.N.E ½ [illegible]

Latitude [illegible]

Longitude [illegible]

bound to New Bedford June /71
E. H. C. L. Bowman

Monday At June 12th /71

Fine pleasant trades all sail set steering N. first part Middle & latter part steering N.W. by N. All hands on deck employed setting up rigging & turning in some of the backstays. Five sail in sight, four of them going the other way. Very warm to day. Latitude 3.00 S Longitude 31.40 W

Tuesday June 13th

Commenced light & continued so all these twenty four hours. At 8 A.M. bent an old main topsail. All hands on deck employed to work in the rigging. Latitude 1.21 S Longitude 33.22 W

Wednesday June 14th

Commenced very light and continued so all these twenty four hours. All hands on deck employed in the rigging. Lat 1.00 North Longitude 35.04 West

Thursday ~~Wed~~ June 15th /71

Commenced light from the S.E. all sail set steering about N. by W. All hands on deck all day employed to work in the rigging. Latitude ~~S~~ North Longitude West

Friday June 16th /71

Light [illegible] in the S.E. and then around to the [illegible] perhaps as far as S.W. raised pretty [illegible] on the deck employed to work in the [illegible] finished fixing down to [illegible] rigging. The S.E. trades [illegible] afternoon. Latter part [illegible]. Note. Saw the [illegible] [illegible] this morning at 4 A.M. bearing about [illegible] or 15 degrees high this being [illegible] the first time we have [illegible] in view. Lattitude 2.26 Longitude W

Remarks. Ship. Europa, J. E. [illegible]

Saturday June 17th/71

Doldrums.

Commenced raining with varibles. Commenced at daylight to take up the sheathing in the waist in a pouring rainstorm. Employed during the day washing ship inside. Light airs and calm [illegible] day. course N by W. Latitude 3,21 N

Longitude 38,00 W

Sunday June 18th/71

Commenced calm. Middle part light [illegible]

Latter part light breeze from the S.

Monday June 19th

Commenced moderate from the S.E. [illegible]

at [illegible] N. hatch [illegible]

Latitude 5,0[illegible] N

Longitude 39,00 W

[illegible]sday June 20th/71

Moderate from the S.E. All sail set [illegible]

[illegible] one sail in sight. [illegible]

[illegible]ing Spunyarn. Latitude 6,07.

Longitude 39,58.

181 Weeks from Celia

Wednesday June 21st

Light breeze and very [illegible]

around to the Eastward [illegible]

two sails in sight. Latitude 7,1[illegible]

Longitude [illegible]

Thursday [illegible]

Commenced fresh & [illegible]

sail set. Steering [illegible]

hove the log. [illegible]

Middle & latter [illegible]

Latitude 8,2[illegible]

Longitude 42,3[illegible]

Set [illegible] the trades this ship [illegible] fresh from the S.E.

Before a [illegible] this [illegible]

[illegible] this [illegible] has [illegible] belonged [illegible]

Baptized

George L. Bowman

Fresh trade wind from East

Friday June 23rd 1871
Commenced fresh from the N.E. steering N.W. at 8 A.M. wind N.E. Mainyard in fore part, with squalls with rain
Lat 10.20 N
Long 45.36 W

Saturday June 24th/71
Commenced with fresh traids and continued so all the 24 hours from about N.E. steering N.W. by N. Employed painting the mast
Latitude 12.51 N
Longitude 48.18 W

Sunday June 25th/71
Fresh traids trade winds from the N.E. all sail set steering N.W. by N. this morning set the Fore topmast studdingsail. Saw a Bark at 7 A.M. steering in to the Westward or S.d & W.d
Latitude 1[illegible].32
Longitude 50.47 W

Monday June 26th/71
Commenced with fresh trades, all sail set steering [illegible] W. Sent down the old [illegible] and put [illegible] about 11 A.M. [illegible] raised a school of small Sperm Whales. about 12 A.M. [illegible] lowered the L[illegible] boat. both darted but [illegible] never got fast, [illegible] chance or [illegible] after a while the whales [illegible] to be heard of going to the leeward [illegible] they went to the windward [illegible] out of sight [illegible] to sail and kept the ship on her course.
Latitude 14.52 N
Longitude 53.10 W

[illegible] June 27th/71
Commenced [illegible] these twenty four hours [illegible] all sail set steering [illegible] the All [illegible] on deck to day. Employed [illegible]ting Ship inside & the bulwarks outside
Latitude 19.40 N
Longitude 55.30 W

Ship Europa Homeward bound

112 Weeks from [illegible] Wednesday June 28th /71

Commenced with moderate [illegible] all sail set steering N W 1/2 W. Employed [illegible]ing over the iron work. One sail in sight. Latitude 21.22 N
Longitude 5[illegible].36 W

Chief mate [illegible] is [illegible]

Thursday June 29th /71

Fine moderate breeze from the E S E all sail set, steering N W 1/2 W. Finished painting outside this day. Employed jibing [illegible]
Lat 22.32 N
Long 59.30 W

Friday June 30th /71

Light breeze all these twenty four hours from the Ed. Steering N W all sail set. Employed in Ship duty. at 4 P.M. sent the old Fore & Main topsails down & bent the best suit.

Note During these twenty four hours we passed the Sun, or rather to the northward the Sun, and now she [illegible] to the [illegible] of us.
Latitude [illegible]3.30 N
Longit. 61.00 W

Saturday July 1st /71

Our fourth Marriage An[illegible]

Commenced [illegible] N W. One sail [illegible] Ship duty such [illegible] (this is the first [illegible] the Main hatch) [illegible] scraping mast, & [illegible] What a beautiful day. What pleasant Evening.

Latitude 24.52 N
Longitude 62.26 W

From the Line to New Bedford

Sunday July 2nd/71
Commenced with a pleasant breeze from the S.E. all sail set steering N.W. [illegible] Latter part steering N.W.½ W. Middle & latter part much like the fore part
Latitude 26.28 North
Longitude 64.12 West

Monday July 3rd/71
Fine weather with a pleasant breeze from the S.E. all sail set, steering N.W.½ W. Employed sailmaking all day and at 5.30 P.M. the Studdingsail gave out & so there will be some more sail making to morrow. One sail in sight
Latitude 27.46 N.
Longitude 66.11 W

Tuesday July 4th/71
This morning repaired the Studdingsail and set it. Fine weather & [illegible] light from the S.E. All hands on deck to day cleaning iron work, [illegible] up and so on. At 7 P.M. [illegible] the [illegible] [illegible] Mr. [illegible] of New York [illegible] from Wilmington N.C. load of lumber bound to Jamaica, this schooner was a very pretty [illegible] latter part moderate
Latitude 29.11 N
Longitude 66.2 W

[illegible] July 5th/71
[illegible] breeze from the S.E & S.W. [illegible] Employed in Ship duty
Latitude 30.11 N
Longitude 68.32 W

Thursday July 6th/71
[illegible] from the S.S.E. to the S.S.W. [illegible] fine breeze. Employed in Ship duty. cut the Spanker over to day & bent it again
Latitude 31.46 N
Longitude 70.53 W

Ship Europa Capt J. G. Nye Bound hom

Friday July 7th/71
Commenced moderate from the N.E. all sail set steering N.E. Middle and latter part strong. four sails in sight during the day
Latitude 33.05 N
Longitude 11.39 W

Saturday July 8th/71
Commenced strong from the N.N.W. all sail steering N.N.W. at 8 A.M. wind W at 6 [illegible] in [illegible] at 1 P.M. wind light and [illegible] [illegible] Wind about North. three sails
Employed in taking the house down [illegible] all rotten
Latitude 33.26 N
Longitude 12.32 W

Sunday July 9th
Light air from the S.E. at 9 A.M. the schooner Sarah E. Lewis of Prov
17 months (more or less) out 60 bbls
60 black oil, [illegible] Cutting a 12 bbl
[illegible] sail in sight [illegible] at 4.30 P.M. raised
a school of Sperm Whales going
[illegible] waters about some
[illegible] make 60 bbls & some
[illegible] small, lowered the [illegible]
[illegible] afterwards the Starb
until dark. So Ends this day
on the lookout. J.N.

came on board [illegible]
all sail set [illegible] Lat 32.36 N
Long

rom the Line to New Bedford July 1871
Geo. J. Freeman

Monday July 10th/71

his is the day I set to get home before leaving New Zealand
Commenced with a light air from the S & W. Middle part from the S W. heading to the N E. all sail set. Latter part light air from the SSW. Steering N by E. Four sails in sight to day. Took down the tryworks to day
Latitude 38.13 N
Longitude 73.22 W

Tuesday July 11th/71

Commenced fine & light from the Sd at 11 A.M. thick, at 2 P.M. some of the light sails in [illegible] but thick, no true observations to day, at 4 P.M. hauled up the courses and took in all the light sails, sounded several times during the day found about 40 fathoms, latter part [illegible] steering about N by E latter part N E. [illegible] light sails during the day. During the night a Steamer passed us steering N W. under sail & steam

Wednesday July 12th/71

[illegible] rived Home at 12 Midnight
[illegible] wind moderate from the W.S.W. [illegible] the [illegible] at 10 A.M. spoke a Schooner, which [illegible] informed us that Montauk [illegible] bore [illegible] 23 miles distant (No doubt but what [illegible] N.W. as we luffed up on the wind and [illegible] N.W. at 12.30 P.M. took a pilot on [illegible] boat. Mr Dagett, [illegible] during the [illegible] at 6 P.M. got up off [illegible] wind [illegible] fined up as far as Clark's point I came to anchor. I went a shore and met my wife ~~[illegible]~~ (she having a tenement on the corner of [illegible] North St.) at midnight

New Bedford August 13th 1871

Went down to Falmouth to day, Found Father [illegible] as well. Mother much better than I had seen her for years. Celia accompanied me there. On the 7th received a letter from Mr Kirby stating he wanted me to come to work on the 14th of this Month. Left Falmouth to come home on the 11th found Mother Taunce as well as usual but rather tired. As I had not settled my [illegible] with Mr Jones I have put it in Lawyer Barneys hands.

Monday August 14th 1871

To day I went to work for Humphrey Kirby & Co in a Paint mill. During this week I have helped [illegible] a little of all sorts in the Mill. like it very [illegible] but at the same time I am well satisfied it does not agree with me. As the [illegible] makes me real sick when I work in it. On the 17th Mr Kirby went away on a visit. On the 19th Celia went to the Camp Grove and spent a few hours [illegible] She did not enjoy her visit very much. On the 20th Called on Mr E G Carney & [illegible] in from Ship Europa. E Received [illegible]

Sunday August 27th 1871

During the last week I have not been [illegible] much in the Paint Mill. It has [illegible] wet this week. To day quite a number [illegible] went to the Camp Grove; I have not [illegible] such as [illegible] went out on [illegible] On the 26th We received the a Wedding Card of Mr & Mrs Kelley

Sunday September 3rd

[illegible] went to work in the Mill [illegible] has not yet [illegible] On the 1st Mr Kirby [illegible] from our visit & went to work the same day [illegible] not [illegible] this week. [illegible] somewhat [illegible]

Sept 11th 1871

During the past week the weather has been [illegible] [illegible] [illegible] [illegible] the [illegible] [illegible] Home [illegible] [illegible] [illegible] think I [illegible] [illegible] [illegible] in the [illegible] [illegible] the Bark [illegible] Martha [illegible] [illegible] [illegible] buried with Christ in Baptism. It was a solemn [illegible] [illegible] came through it much better than I expected [illegible] but no doubt she was sustained by that unseen power [illegible]. On the 9th Celia met with a slight accident in attempting to draw a bucket of water

September 17th/71

During the past week every thing has gone [illegible] [illegible] [illegible] the Christian Convention has [illegible] be in this place [illegible] [illegible] hundred (or over) Visitors have opened churches [illegible] the week I wrote to [illegible] stating I wished to [illegible] Father a small present [illegible] in [illegible] no doubt but what he will be [illegible] with his present

September 24th 71

The Bark [illegible] [illegible] [illegible] with [illegible] [illegible] 23rd [illegible] Received [illegible] this week [illegible] Capt [illegible] arrived home [illegible] [illegible] Brazier. [illegible] third [illegible] if I could go Second [illegible]

October 1st 1871
During this week we have [illegible]
during the latter part of this week we have
[illegible] the shop. I cannot say that much has
during the week, which is worthy of note

October 8th /71
the past week we have done but little [illegible]
and more of the time painting the shop windows
[illegible] [illegible] done during the week.
[illegible] came [illegible] on the 5th [illegible]

October 15th 71
this week we have not [illegible] as [illegible]
[illegible] in painting window [illegible]
[illegible] down to [illegible]
[illegible] brought me [illegible]
[illegible] had [illegible] the [illegible]
[illegible]. On the [illegible] great fire
Chicago rendering about [illegible]
[illegible] have been taken up [illegible]
[illegible], Annies [illegible]
this week in [illegible]

[illegible] /71
[illegible] of the past week
[illegible] a short vacation [illegible]
[illegible], Thursday [illegible]
[illegible] in work

October 29th 1871

During the [illegible] week [illegible] been [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] back [illegible] to the [illegible]

Loss of the Arctic Whaling Ship

November 4th 5th 1871

During this week business has been quite [illegible]
although the [illegible] [illegible] are [illegible] of some. Du
this [illegible] week I really believe I have been tempted
Devil [illegible] [illegible] where was for when I undertook
any thing of [illegible] [illegible] all appeared to go wrong
[illegible] [illegible] little affair which has ruined
my [illegible] [illegible] but I hope it is all [illegible]
Stephen [illegible] [illegible] West Falmouth Died
this week [illegible] [illegible] I think. Eliza [illegible]
[illegible] [illegible] [illegible] the unwell or rat
[illegible] [illegible] [illegible] [illegible] does not [illegible] claim
at [illegible] [illegible] her feet. I am [illegible] to the [illegible]
[illegible] [illegible] to her. On the 5th [illegible] [illegible]
reached us

November 12th/71

This past week has been a week of sorr
[illegible] of it has been. Why should
[illegible] should sadness [illegible] [illegible] [illegible]
week in the [illegible] [illegible]
[illegible] reached us on the 5th

[illegible] 19

[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Sunday November 26th 1871.

[illegible] the past week not much of importance has occur[illegible]
business [illegible], Mr. Eustice has been [illegible]
[illegible] part of the week with some success.
[illegible] the week there was a little shower of snow [illegible]
we passed some in a sleigh. Mr Eustice took tea
with us to night

December 3rd 1871

[illegible] during the week Thanksgiving came on
[illegible]. We had a chicken for dinner. Mr Eustice
[illegible] on the 30th of Nov. It blew [illegible] that
[illegible] of the Sailor on that day. On the 27th [illegible]
[illegible] [illegible] on account [illegible] certain [illegible]
which laid at deaths door. Many [illegible] ascended the
in his behalf. about 10 [illegible] and
his Wife

[illegible] at 12 [illegible]
[illegible] an evidence behind that [illegible] will,
I [illegible] settled with Mr [illegible]
[illegible] he appeared a little [illegible]
362 [illegible]

10th 71
[illegible] to speak of [illegible] on the 4th [illegible] the past week
[illegible] weather. [illegible] was quite
[illegible] of the week. [illegible]

December 17th/71

Nothing worthy of notice during this week, [illegible] [illegible] [illegible] as I hope [illegible] that time something seems [illegible] [illegible] [illegible] much worthy of notice. I have [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] week I think it is [illegible] caused [illegible] weakness of the stomach. The three [illegible] have had an overcoat made [illegible] [illegible] which [illegible] value was $22. [illegible] [illegible] a [illegible] [illegible] it came cheaper

December 24th/71

During the past week it has been very cold indeed [illegible] fall of snow, the thermometer stood 5° below zero. The [illegible] [illegible] miles the [illegible] [illegible]. I [illegible] the cow. Some grinding [illegible] this week. I [illegible] now got all my winter provisions [illegible] I [illegible] [illegible] [illegible] [illegible]. On the 23rd I paid [illegible] I became a [illegible] of the [illegible] Association I [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] shall have the [illegible]

December 30th/71

During this last week, work has been very [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] feel at heart, the new year will soon [illegible] [illegible] [illegible] new heart. [illegible] [illegible] [illegible] I have to write

January 14th / 72

Here is a New year. but I have not much to write at this time. On the 7th Brother Henry was in Falmouth I have thought strong of going down there this spring if I could make it convenient. Little Lizzie is now, or was three days ago either in New Bedford but has not as yet called to see us. During the past week it has been fine weather most of the time although cold enough to freeze the river over. To day it is real cold. On the 13th finished building a chimney at the Paint Mill for A. Wade. There has been no business in grinding of Paint during the last week

January 21st / 72

Received a letter from Huldah about [illegible] 9th she being at Fathers as Mother has had quite an [illegible], but now better. I had made up my mind [illegible] gone down this week but have given it up [illegible] as Huldah thought it not best for me to come this winter. I want to see her very much. it seems as though I [illegible] [illegible] such an [illegible] to go [illegible] [illegible] [illegible] [illegible] [illegible]. Celia has not been very well of late. Lizzie [illegible] well enough. Little Lizzie was here [illegible] [illegible] her Father

January 28th / 72

[illegible] [illegible] [illegible] up to South Fairhaven [illegible] [illegible] [illegible] [illegible] My Uncle [illegible] had a [illegible] [illegible] [illegible] have been [illegible] [illegible] [illegible] at the Mill. Spring [illegible] to start up.

Sick with a cold

[illegible] 72

[illegible] to Dr [illegible] [illegible] on the 26th [illegible] night

March 3rd 1872

Cold & blustering. yesterday Celia [illegible] to [illegible] up, having taken [illegible] cough. [illegible] Abby [illegible] Winter [illegible]

Celia Sick with [illegible]

Abby

March 4th 1872

This week [illegible]

On the 5th a number [illegible] was [illegible] and around Capt [illegible] along [illegible]

March 16th 1872 To March 23

Very cool for this time of year. Plenty of work at the Mill. This week Mr A Potter has been up to the Mill to work all the Week. Plenty of work. On the 23 a hard Snow storm. the snow drifting for a little. On the 22 the Schooner N H Skead arrived bringing Capt Jo Slocum passenger from some Sothern port ~~Port~~ Port

March 23rd /72 to March 31st

This week has been quite Spring like. The Birds has commenced to come & the Geese has commenced to go to the North. The first part of this week has been very busy one for us. the latter part slack Mr A Potter has been to work all the week [illegible] Mill. had a letter from Father this week. quite [illegible] in Falmouth

[illegible] Middle [illegible] realised

March 31st to
April 7th

The most of this week has been very spring-like. On the 3rd Celia & I went to Mattapoisett and spent the night. had a very pleasant time & returned the next night. Henry went on the Vineyard to work the same [illegible] we returned. On the 6th Celia was taken with a severe pain in her left breast and continued all night. The frost is coming out of [illegible] very fast

[illegible] 14th 1872

quite spring like most of the time. Celia has [illegible] most [illegible] of the time

April 21st 1872

[illegible] [illegible] is a Spring day indeed. all nature [illegible] [illegible] upon the face of the earth. to [illegible] [illegible] [illegible] seem [illegible] that I am [illegible] this [illegible] morning. the Birds are chirping [illegible] [illegible] [illegible] praising there maker. And what am I doing. On the 17th of this month I Paid $ [illegible] in to the Central Union Association and [illegible] a member of the Association

Celia [illegible] [illegible] is quite well for her.

During the past week I agreed to Purchase House on the corner of Smith And Cypress the price ~~[illegible]~~ agreed upon was $1900 & the [illegible] [illegible] gave [illegible] think it over. I thought that [illegible] have nothing to doe with it [illegible] [illegible] [illegible] [illegible] I had. but [illegible] [illegible] [illegible] more [illegible]

May 5th /72

[illegible] this last week we have had [illegible] [illegible] at the Grain Mill [illegible] we could [illegible] [illegible] [illegible] of about 6 tons of [illegible]. the mill gave out & on the 4th [illegible] [illegible] the [illegible] shaft [illegible] [illegible] it was straighten. [illegible] earnings during the last [illegible] [illegible] $15.00 for my weeks work

May 17th 1[illegible]

For the last few weeks [illegible] work at the Mill [illegible] hands during the [illegible] On the 17 Celia [illegible] [illegible] a Carpet

Carpet

June 9th 1872

re is not much worthy of notice during the
t three weeks. Of late we have had a [illegible]
work, in the Paint Mill, On the 5th We had a se
vere gale from the Ed. (I forget whether it was from
e N.E or S.E) On the 8th Brother Henry came home
the Camp Ground (somewhere about this time George took
ip to Boston

July 1st 1872

l be found on the last half of the page

July 4th 1872

warm day to day, a very little show
display was made to day in this place
other Henry came on to day from the Vineyard.
Sister Lizzie Allen, Horace & the [illegible] went to
uth to day they having come from [illegible] River yesterday
ir work having commenced [illegible] up
the Paint Mill. On the 7th [illegible] Henry Wife
innie went to the Vineyard

July 11th 72

ork to day as usual, In the evening we was
[illegible] surprise by ~~a visiting of friends~~ having
[illegible] Friends to call. they had previously
[illegible] my Wife. We had a very nice time and the
[illegible] pleasantly. This being our fifth
[illegible]

July 14th 1872

There having been so much disturbance between the two families of late, that we was notifide through Mr [illegible] [illegible] [illegible] that we must move, On the 16th Mr [illegible] came up to the shop and requested me to vacate the house. On the 17 or 18 he called a witness, & orderd me to vacate the house. On the 19 barganed for a house from Elijah Gifford on the 20 obtained the Deed and had the money, delivering up one book to him all together. there being a balance my due from him. This House is ~~[illegible]~~ situated on the corner of North Chancery & West Campbell St.

August 3rd 1872

At Home The number of Our House being 126 [illegible] Moved from No 50 North St, here on the 31st of Ju[illegible] It begins to look quite like home as Celia has [illegible] Carpets mostly down, and things somewhat [illegible] Our Paint business still hoalds out, [illegible] been rather slack for two days and [illegible] of moving, but when Saturday night [illegible] whole weeks pay.

August 24 " "

Last night went [illegible]
[illegible] having been [illegible]
the [illegible] having [illegible]
[illegible] Humphrey has [illegible]
to work [illegible] Lizzie [illegible]
[illegible]
[illegible]

September 1st 1872

ine weather to [illegible] for a [illegible] Stage. During this last
k there was [illegible] quite a heavy [illegible] [illegible] the New york
Providence steamers. came in contact with a Schooner and
steamer sunk 6 miles of shore (Watch Hill) with great loss of
le. I have been unwell for the last four days the
ast two days I did not go near the Mill
Celia has been in Mr [illegible] store the last two weeks
came out last [illegible] night

September 14th 1872

ince I last wrote there has been a real cold snap. but during
[illegible] week it has been fine weather. during this last week
[illegible] some of our three tons of [illegible] mostly Lead
[illegible] is getting quite slack. Celia has been quite unwell
[illegible] this week for a day or so.

Sept 22nd 1872

ing the last week I have [illegible] [illegible] letter from
[illegible] & one from Father. On the 21 I receive a letter from
[illegible] dated June 14th 72. I have now got my Hen=
house finished. during this past week & a week I
d some Eggs from Mother & some Grapes from Reuben.

Oct 6th 1872

[illegible] almouth several times of late
led in on [illegible] but overcome the second on the 5th

[illegible] four [illegible] Hens. two of them has lade

Oct 15th

e [illegible] a Rooster during this week
t 16th Wednesday Eve Mary Gooding Comited a
et to us. On the 20 We had the pleasure of seeing

Returned from Falmouth Oct 26th/72

October 22d Sunday

this day I took the Packet & went to Falmouth
to visit My Parents, found them in rather
a discouraged condition, & Mother very much
reduced in health, and strength. In meeting
them it nearly overcome me. I also found
their resources small in comparison to what
it used to be a few years ago. On the 23
met with my Sister Huldah. it being now
five years (or quite) since I had seen her) found
her hair had changed very much & also age
was creeping upon her apace, but I found
that same true unselfish Sisters Love wh
characterized her in our young days. I w
from N Falmouth the day I arrived, a
letter & received an answer on the 24.
I also sent a letter to Capt L M Win
on the Vineyard but received no answer
he is in the Clay Paint business. Received
an answer about Nov 5th

November 8th

last night called in to see Henry. did not
him. Paint quite brisk for this time of ye

Nove 9th /72

Mr Keeth [illegible] of [illegible] Falmouth, [illegible] went [illegible]
see Heston. I read [illegible]
[illegible]

[illegible]

[illegible] 17th , 72

[illegible] morning we had a light snow squall it being the
irst snow for the season During this past week we
ave been busy most of the time. On the 14th [illegible]
ed the dray around the shop. the weather is
etting to be quite cold, Celia has been making [illegible]
ties of late for sale and has sold some of them
ittle incident happened this past week, which I shall
obably remember for years to come if I am a sane man
Who would have thought it, Whoever reads this will not
know what it means, there is but one that can even
uess the meaning, Only guess, but I must drop this
ubject

November 23nd /72

[illegible] day they raised money in the Middle St Church
to square of the old debt, on the 28 " thanksgiving day
worked all day at home, mostly on my Hen Roost
[illegible] two flocks of Geese, Received a letter from
[illegible] Bradley on the 25th offering me a chance

December 1st /72 Sunday

My Father Died this Morning Aged 74 years 2 mo 14 dy

Dear Father [illegible] passed away & left us to mourn his loss
[illegible] was a faithful Husband Kind parent, and a
[illegible] accomodating & obliging neighbour, respected and
[illegible] by all acquainted with him
I never in all my life ever knew of father
having a word of difficulty with a neighbour
which I think speaks well for a man
My Mother being very nervous it worried him
very much, and injured his disposition to some
extent. His falls work was all done about, but
killing his hogs, he left a Will, giving each
Child $5. and my Sister Huldah. the front
room, with the priveledge to the Cellar and

And the other outbuildings

Monday Dec 2nd 1872

Ten years ago I sailed in the Ship Gov Troup

This morning I went up to the Shop to work caring up some necktie to sell. after diner I up in the Tannery part and had just sold two ties when Albert McFarlin came up with Fred Adams My Cousins Husband. after the first congratulation Fred said, I have bad news for you, your Father is dead, I said nothing put up my ties and then asked him the circumstances, I was prepaird to have heard it had it been Dear Mother instead of Father not that I wished for her to be taken bot as I have heard her wish so often that she might be taken before Father. and knowing her feeble state of the Mind & Bod, I was, almost expecting it, or should not have been surprised had I been told it was her instead of him

I got ready & Celia and went to Falmouth that night, fell in with [illegible] at Cohasset after we had changed cars the second time We came in sight of the house and then tears filled my eyes, no tears could I find ~~un~~ until I came in sight of the window and saw the light shine from it, then all or some of my [illegible] came up, of going home evenings and Mother [illegible] a light on the table for me and no Father to look up and smile and say it is George? oh that can never more be said by him, I am not yet reconciled to it, but then so much easier to go that way then to suffer for months all the body can endure My Sister Huldah was at the door to wellcome us. She had made arrangements for the funeral on the coming day Dec 3rd bot my Brother Reuben was very much oposed to have Our Fathers remains committed to the grave on that day & so we decided to bury him on the 4th

After [illegible] we went to see his remains. they look
so natural, just as though he was to sleep
We found Mother much better then could be expe
On the 3rd about 11 A.M. Brother Henry & Wife, Uncle
George W Lewis & Wife, came, (Albert & Fred [illegible] went
down the same train that I did) At 2 P.M. we had
the funeral. Daniel Swift & Elisabeth Gifford made
a prayer & spoke. She spoke at Grandfathers Funeral
to. I awoke about 5 A.M. and sobed untill daylight

Dec 4th

About 10 A.M. a little company of mourners and
a few neighbors geathered around my Fathers
remains to pay him the last tribute of respe
James Lumbert came and made a few
remarks and offerd prayer, I felt called upon to
say a word. We buried him & came back before
12 M. My Mother rode down to the meeting hous
but [illegible] not get out, it was a cold blust
day, after dinner the Children geathered in
the Parlor and talked over Fathers affairs a little
and [illegible] to Mother. At 3 P.M. Celia and
Me to take the cars and came home. This was
Wednesday December 4th and Henry Ann [illegible]
George & Wife came on Saturday Dec 7th

December 15th 187

It has been real winterish this past week
I have been working on [illegible]
some during this past week. about
12th the Middle St Church had a social in
Vestry for three afternoons & evenings.
6 Charles Russell died on the 14th aged [illegible]
had a letter from Sister Hulda, she said
saying. it is snowing and the snow is falling on
Fathers grave, Oh My Dear Father, I miss you
so much, but why should I mourn, if I had
only done my duty, How uncertain is life,
[illegible]!

December 22nd 1872

is year is fast drawing to a close and so is our life drawing
a close just as the year is I feel the importance of being ready.
eems to me I see the need of it more & more. How often my
ind goes back to my former home in Falmouth. and there
my Dear Father. It is passed; I am intending to write
my Mother for how soon it will be I shall not have her
I cant write as I wish to.

On the 21st I was ~~a~~ vaccinated by Dr
ice. Celia was vaccinated on the 22nd by the same person

December 29th

the 27th my vaccination showed itself very plainly
mmencing to be inflamed and growing quite sore
the arm, it is now two weeks since we have
rund at the Mill My Wheelbarrow is all done but the
ale and painted over twice. My Head troubles me
nsiderable. Christmas has passed again. I received
a pair of handsome slippers
lbert B McFarlin was Married on Christmas Morning
Annie Tuckerman of Edgartown

January 12th 1873

Cold weather. the snow most all gone
on the 11th brought the barrow home. have not
ground for about three weeks (began 19th ground four days)

January 26th 1873

the 24th [illegible] came up to the Paint Mill it being the
first time since I have been to work there
the 20th had a new man to come to work in the
ill. Reshifted the boiler pipe during the week
bou the 22nd Commenced to Shingle the North side
the boiler room at the

Shingling

My Brother Henry went down to Falmouth about the 25th of January 173 and spent the Sabbath with Mother when he came back he brought Fathers old W-barrow wheel to me

Februar 2nd 173

Cold with a lot of Snow on the ground
Mr Marble called to day to see if he could get help for a few days in the store. Plenty of business at the Mill for the last two or three weeks.
Manuel — left the Paint-Mill February 15th 173

February [illegible]th 173

Snow storm, went to Church this forenoon and the [illegible] came home [illegible] Wife told me she wanted something [illegible] what [illegible] it was. but after a while I guessed [illegible] to be. what. why only a kiss. of course she [illegible] one after I had given her one.
Feb 17th to day [illegible] ~~[illegible]~~ Reed came to work. A plenty of business

Great Fire in New Bedford
February 22nd 1873

March 2nd 1878
arch 1st Shaved for the first time for several

March 9th 1878
Had a talk to day with Henry. A plenty of work in the Mill

March 16th /78
Fine weather. On the 22nd Clarabell and a young Girl from Fall River came to our house
n the 21 had Antone up to the Mill for a few days

April 11th ~~Brother came here~~
Brother "Henry came here for the first time
our home since I have been living here
To day April 23rd 18
Mother Bowman Arrived here in the City
to day. (At Henrys)

Thursday May 1st 1878
Mother Bowman came to our house

May the 3rd
quite a snow storm this Evening

May 18th Mother Bowman has gone to Uncle
eorge Lewis

May 25 Mr Brown preached to day
n the Advent Church

June 8th /73
Mother Bowman Came from Uncle George Lewises
to do.

June 22nd
On the 20th Mother Bowman came up here from Henrys
to make a visit. It is very warm and dry
the Ground is suffering very much

Saturdy June ~~24~~ 28
Beautiful Shows of Reain Oh how
dry it has been. the Ground has almost
groaned for want of rain

Sunday June ~~30~~ 29
Mother Bowman Walked down to Henrys

July 12th 1873 Saturday
Mother Dunnam went Home to Falmouth
Henry went with her. Having been here
Week Days

July 15th
Celia got a Chamber set

Aug 25th
Had a vacation of three dys. during the
time I extended my dream down ~~Cap~~ St Cambell

Sept Tuesday 2nd
Celia had an attacked of [illegible] Rheumatism
near the heart.

Sat Sept 6th
Mrs Wilber Died
Sunday September ~~22~~ 7th/73
Schooner Abbie Bradford arived from the Davis
Straits [illegible] Ble Oil 13000 lbs. bringing the
Annie Gibbs crew down. the A.G. had lost 10 men
with the scurvy after being wrecked

Sept 10th
Inactive in the Paint mill for want of
Stocks

During this month
I think Dr Higgins
came to preach at the
Advent Church

New Bedford Nov 9th 1873
It has been quite fine weather this fall
Snow. On the 6th I went to Dr Abbe and obtain
some powder for Celia who had been suffer[illegible]
all night with the Neuraligy
on my way down I saw a number of
flakes of snow.
Arbour. About the 6th I got a pair of [illegible]
for my Grape Arbour

December 7th
During this last Week I have [illegible]
of my time at home. I have [illegible]
working around the hou[illegible]
ladder. a Lattice for a running Rose
got them all painted. the weather [illegible]
quite mild the la[illegible] few days. but
previous was very cold. The snow fell o[illegible]
some two inches but during the coming night [illegible]
all disapeard.

December 9th 1878

eath. Little Horace L Robinson my Nephew died
in Fall River and was brought here to Fairhaven
& buried on the 11th

n the 10th Mrs Carrol came and spent the Afternoon.
I had a letter the same afternoon from Mr Sampson

aturday Dec 20th Reuben [illegible] came from Falmouth [illegible]
the 22nd

December 25th 1878
Christmas Day

y Christmas [illegible] made me a [illegible]
[illegible] all
[illegible] is a real surprise [illegible]
[illegible] a [illegible] basket [illegible] friends. [illegible]
[illegible] something but [illegible]
[illegible]

January 1st 1879

wish the whole world a Happy new year.
[illegible] has not made me the [illegible]
[illegible] world.

January 2nd

taken sick to night went after the
[illegible]

January 3rd

[illegible] upon the family with sorrow
[illegible] is suffering so intensely and
no one can help her. the Dr is [illegible]
[illegible] thing is comming as well as could be
[illegible], I am [illegible]
[illegible] Yes [illegible] frightened. I am afraid I am
[illegible] Oh with what anguish
[illegible] I go to the throne of grace. I feel as
k, yes nothing but sickness [illegible]

January Sunday 4th 1874

The Short but [illegible] and here we are commencing to live on the commencement of 74. What sorrow fills our house. [illegible] [illegible] [illegible] anguish the [illegible] [illegible] is so sick [illegible] the [illegible] of my [illegible] are [illegible] [illegible] I am requested to leave the room [illegible] like a little Child. I walk the floor like a crazy [illegible] mind [illegible] [illegible] [illegible] on the verge of insanity. [illegible] I pray now beseech [illegible] with flowing tears. I walk again accusing myself of being a coward in not staying by the sick side and be the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible], I have another spell [illegible] by [illegible] [illegible] I am determined I am going back to the sick Room. I return [illegible] [illegible] [illegible] [illegible] Yet I am [illegible] [illegible] [illegible] morning, [illegible] God [illegible] [illegible] [illegible] I [illegible] for the [illegible] [illegible] [illegible] a child [illegible] Praise the Lord [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Mrs Jerome Smith [illegible] [illegible] [illegible] Dr Jerome Smith [illegible] the [illegible]. I [illegible] [illegible] [illegible] [illegible] [illegible] Celia, it [illegible] to [illegible] [illegible] [illegible] [illegible] when it [illegible] [illegible] in [illegible] I [illegible] to [illegible] [illegible] [illegible] I forget all else, I [illegible] the [illegible] [illegible] Church. The [illegible] [illegible] [illegible] the [illegible] real comfort [illegible] [illegible] [illegible] [illegible], or Rather the [illegible] [illegible] [illegible] Fredrick I

February 8th 1874

Celia was or has been quite smart to day, the Nurse went home for a few hours to day. To night Celia is very tired, and during the night following very feverish & had to go after the Dr.

Feb 15 to Feb 22

elia has regained nearly where she was last week. ring this week she has been quite uneasy.

Feb 22   Freddie is weighed to day 15 lbs 7 weeks old

Celia improving on the 24th the nurse has left us having been here 7 weeks & two

April 2nd 1874

went out to the street to day it being the first time since she was sick

[illegible]

Sunday [illegible] Snow storm yesterday. About two weeks
ago I planted the Peas and a few potatoes. [illegible]
[illegible] [illegible] [illegible]

April 30th 1874

A. H. & Co. agreed to give me an extra dollar a week, commen-
cing from March 1st to Oct 1. They paid me to {May 2 day} the
extra wages back ($9) May 2nd received a letter from [illegible]
with money from Hezekiah; received a letter from Huldah the
[illegible] part of the week

May 9th /74

Went over to Fairhaven and spent the Evening
Sister Lizzie being there. passed a very pleasant Evening

May 17th.

Went to Fairhaven to day. called on Mrs Sanders

[illegible]

[illegible]

[illegible]

Air Report May 1880

[illegible]

May 9th 1880
Mother Bowman very sick

May 12th 80
Brother [illegible] went to [illegible] in the evening
[illegible] about 11:1 the [illegible] dispatch. Come
quick. I went to Falmouth on the 2:40 train
accompanied with Henry [illegible]. Found Mother
Bowman very much distressed and [illegible]
in her right [illegible]. I watched with
her the fore part of the night

May 13th 1880
Came back from Falmouth to day

Friday May 14th 1875
My Mother died this morning Aged 74 years She
I went home Saturday evening [illegible]

Sunday May 16th 1875
Mother Bowman was buried to day in
in the Friends grave yard

Monday May 17th
I came from [illegible] this after

ugust 18 1875 [illegible] [illegible] [illegible]
[illegible] Brannon [illegible] [illegible] [illegible] Brannon

[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] age 66 years old
[illegible] [illegible] on the 16th [illegible]
[illegible] [illegible]
buried her on the 18th

Dedication - High St Church

January Wednesday 12th W. L. Bransham preached sermon

made [illegible] that is very [illegible] may have to go [illegible]
[illegible] to all that come.

William & Cobb Dist to do

Bowman

Bbl Orleans		1004
Dark Sugar	9	250
[illegible]	9½	150
[illegible]		30
2 pts [illegible]		8
19½ Ham =		249
2 [illegible]		80
1 Gal Oil		16
		~~57~~
		1783
		1822
		24
		1846

19½
13
57
196½
253

hip Europa Sailed Bay of Islands June 16th 1870

folk Island June 27th/70, Arived at Bampton Reef July 26th
led from the ~~Bramp~~ Bampton September 27th/70
rived at the Bellona Reef October 3rd Sailed October 17th/70
_ at Hobartown November 19th/70 Sailed Dec 17th/70
Bay of Islands March 21st/71 1/71
Sailed from Bay of Islands for Home via Cape Horn April
Passed Cape Horn May 15th/71
Crost the Line June 14th/71
rived in the [illegible] 12th/71 [illegible]

Marriage ring

From the Literary Album of Nov 14th 1868.

The Marriage ring is always a plain one & is worn on the Ladys left hand, third finger. The Engagem ring in this country is worn on the fore finger of the left hand. In England it is worn on the third finger. The most stylish Engagement ring if can affoard it is a Solitaire Diamond

Queen Victoria's Salery is $6027 a day.
Sound travels between 11 & 12000 feet a second
Duke of Wellington name. Arther Welleely ([illegible] Wesley)

The Marriage ring should have the Christian name (Ledger

Light travels near [illegible]000 miles per ~~minute~~ second. According to Christian Th[illegible] it takes a ray of light or heat 8 min and 13 seconds to reach us from the Sun)

Capt Norton Whale Bark Andrews.
Sm Wh. over 20 time

from the Latitude of 25:30 to 26.30 S. Long 179. W. to 179 E

Sperm Whales seen by Capt Vinal in Ship Europa. From the 11 to the of Feb. w S. Whales five times in the Latitudes from 53:00 S. to ^{46}56. & Longitude of 56.00 to 57. The Ship [illegible] saw them a number of times in the same place three weeks earlier. The Ship Condor [illegible] took one the same time the Europa was there

Diarrhoea.

Vinegar and boiling water equal parts. The boiling water to be poured on the vinegar and salt. Dose 2 to 4 teaspoonfuls salt then in about 20 or 30 minutes 1 or two spoonfuls more then again in two or three hours repeat the dose

A little more of the liquid will dissolve

George L Bowman Dr. to Ship Europ

Equal to about $48,40 cts in american gold [illegible]

By [illegible] Island June 14th 70, to 10 pound Sterling

in New Bedford [illegible]

June 16th 70 to one pound of Tobacco

Sent home a draft [illegible] 14£ [illegible] other 10£ made 24 £ equal to [illegible] draft sent to Ella

" 22nd " to six lbs of hard soap.

[illegible] 26th [illegible] $1. Cash $ 0 50

" 29th to one [illegible] Tobacco

[illegible] 1 00

March 26th 71 [illegible] $1. Cash 5 [illegible]

" 28 to [illegible] U.S. [illegible] Sandwich Islands Tasmania 6 0

April [illegible] [illegible] Islands. Cash to Eight English Shilling [illegible]

Sperm Whales SEEN from the Europa

June 20th /70 Raised by Frank (boatsteerer) Lat 29.12 S. Long 169.54 E
January 28th /71 " " " Lat 35.17 S Long 159.00 E
February 7th " " Martin (boatsteerer) Lat 34.19 S. Long 157.43 E
" 12th " " Mr Sampson Lat 34.40 S Long 157.31 E
12th " " Capt [illegible] Lat 34.18 S Long 157.14 E
16th " " Martin Lat 34.00 S Long 158.2[illegible] E
18th " " Plinsy ([illegible]) Lat 34.[illegible] S Long 157.[illegible]
" 26th " " Lat 27.52 N. Long 3.10 W
July 9th " " Frank Lat 36.18 N Long 7.33 W

Receipts from Dr Chases Book

Pain Killer

Alchol 1 pt. Gum Guaiac [illegible], Gums Myrrh, Camphor and [illegible] pulverized of each 1/2 oz. shake occasionally for a week or ten days and filter or let settle [illegible] use,

Essences.

1 ounce of oil to a quart of Alcohol

Tomato as Food

for the liver when calomel is needed. for Diarrhea dyspepsia & indigestion. either raw, cooked or in the form of [illegible] ketchup, I am fond of them raw [illegible]

Domestic Coffee

One fourth coffee three fourths Rye, wash the rye [illegible] and then brown it in the browning skillet, brown well & mix evenly grind only as used

Cure hams

Hams 100 lbs. [illegible] salt 8 lbs. Saltpetre 2 oz. brown sugar 2 lbs. [illegible] 1 1/2 ozs. water 4 gals. mix and when [illegible] pour the brine over the meat after it has lain in the tub some two days. let the hams remain [illegible] in the brine

Salt Pork for frying

lie over night. soak all night in milk and water one half [illegible] sweet or sour, or butter milk [illegible]

Eggs for winter

3 gallons water. fresh slack lime 1 pt. Salt 1/2 pt. [illegible] then [illegible] of fresh eggs is put up, fresh eggs are common

Butter for winter

work out all the butter milk. use rock salt. put in air tight crocks or jars keep in a cool place and you will have nice butter for years

Fruits to keep

Rosin 1 lb. Tallow [illegible] Beeswax [illegible] each. Rub [illegible] fine chalk over the fruit, then dip in the solution

Jellies

water 1 pt. add to it pulverized alum 1/4 oz. boil a minute then add four lbs of white sugar crushed [illegible] continue the boiling a little, strain while hot, when [illegible] in [illegible] [illegible] Strawberry [illegible]

A list of letters I sent home from [illegible]

Celia No 1 Written January 1st /68 Sent by a Ship [illegible]

No 2 written Jan 14 /68 sent from [illegible]

No 3 written Jan 26 /68 sent " " 16 8 St [illegible]

No 4 " February 5 /68 " " [illegible]

No 5 " " 15th /68 " " " " " "

No 6 " [illegible] 14 " Box for Milton ... up in Bay of Island Nov/68

" 7 " April 10 " 12 8 " [illegible] Bay of Islands [illegible] /68 "

" 8 " " 16th " 8 " Box for Milton Nov/68

" 9 " May 8th " 8 " " " " " "

" 10 " " 25th 12 8 [illegible] Pitts Island [illegible]

" 11 " July 1st 12 8 [illegible]

" 12 " " 11th " " " "

" 13 " August 31st & Sept 1st & 12 8 " " " "

" 14 " Sept 24th 12 8 " " " "

" 15 " Oct 15th & 17 12 8 " " " "

" 16 " Nov 1st 12 8 " " " "

" 17 " Nove 10th 14th 12 8 " " " "

" 18 " " 15, 16 & 17 12 8 " " " "

" 19 " " 18 " " " "

" 20th " [illegible] 26 12 8 " " " " Nov 27

" 21st " " 29 & Dec 3rd 12 8 Left in at Pitts Island January 10th /69

" 22nd " Dec 19 & 25th St George " " " "

" 23rd " " 23 & 25 12 8 Sent by the Ship Three Brothers

" 24th " " 27 & Jan 11th /69 16 8 Sent from Pitts Island Jan 23rd /69

" 25th " Jan — These two was sent in one envelope. No 24 & 25

" 26th " " 31 Sent by 12 8 the Ship Three Brothers

27 " Feb 14th " " 12 8 " " "

" 28th " " 28 " " 4 8 " "

" 29th " March 1st " " " " May 15 /69

" 30th " " 17 & 21st 12 8 Sent by Ship James Arnold Bay of Islands

31st April 2nd 12 8 " " " "

" 32nd " " 16 & 17 12 8 " " " St George June 3rd /69 Bay of Island

" 33rd " " 19 12 8 Sent by Ship James Arnold B of Island M 15

" 34th May 8th & 12 12 8 " " "

35th " 16th 16 8 " " " St George Bay of Islands June 3rd /69

36th " 18 12 Sent from Bay of Islands May 28th /69 by Mail

37 " 19 12 " " " by Ship St George

38 " 20 & 22 " " " "

39 " 27th " " " "

Letters sent home from the Bark Albion

Zebulon Bowman No 1st written Jan 11th /68 sent by Ship [illegible]
No 2 written Jany 8th /68 sent from Bay of Island [illegible]
No 3 March 16/69 sent by the Ship Three Brothers
" 4 April 6, 69 sent by the James Arnold Bay of Islands May 15th 69
" 5 October 4th sent by Bark Callao Janu 1/70 from Bay of Islands
" 6th written Novem 22nd /70 Mailed at Hobart Town Dec 8th /70

Henry J Bowman No 1 Jan 11 /68 sent from Brava with Hamlet Feb 16/68
No 2 writ Oct 1/68 sent from bay of Island Nov 18/68
No 3 " March 31/69 " from Bay of Islands per James Arnold (I think) May 15 69
" 4th " May 29, 30 & /70 Sent from Bay of Islands. Bk Callao
" 5th Nov 27th /70 " " Hobart Town December 8th /70

David Carrington Dec /70 sent from H. T. Dec /70
W. H. Hall Dec /70 " " " " "
Wm Leonard " Dec /70 sent from H. T. Dec /70
Saml Clapham Dec /70 sent from Hobart Town Dec 70
A Duncan, December 11th /70 Sent from Hobart Town Dec 12th /70
Always [illegible] of [illegible] by the St George
Sent one to N T Gifford written while [illegible] Jan 12th 69 by St George

Br Ship Milton

Joseph Bowman [illegible] sent in a [illegible] Bay of Islands

Annie McRuggles Novr 17/68 sent in a [illegible]
No 2 Written April /69 sent by the James Arnold [illegible]

Mr Lawrence sent Novr 17th /68 from Bay of Islands

Lizzie C Marble No1 Jan 19 sent from Bravo
No 2 Nov 4th sent from Bay of Islands Novr 19th/68
No 3 June 4th 70 " " Bay of Islands per BK Callao /70
No 4 Novr 7th /70 Sent in from Hobart Town Dec /70

B G Batchelor Jan /68 sent from B [illegible]
William Marden No1 Dec 16th/70 No 2 March 17th /71
No1 Capt C R [illegible] Jan /68 sent from [illegible]
2 Capt C R [illegible] Novr 18th /68 sent from Bay of Island
No3 written April 5th /69 & sent by James Arnold May 4th /69
No 4 " June /70 sent from Bay of Islands per BK Callao
No 5 " Novr 17/70 " " Hobart Town December 6th /70
J & W R Wing February /68 sent from B [illegible]

Jones ~~H~~ Kelly March 4th /71
Louisa J Stillwell August /68 sent from Bay of Islands [illegible]
Benjamin F [illegible] Sent in on board of [illegible]

D. Lymond October /68 sent from Bay of Islands /68
Julia Tanner [illegible] sent from Bay of Islands No2 [illegible] 9th
sent from Bay of Islands by Ship James Arnold

D. Lyman March 6th /71
Lizzie & Robert Robinson No 2 April 12th /69 Sent by J Arnold

David Carrington ~~Dec /70~~ Mailed in "Hobart Town"
William H Hall " " "
No 2 written ~~March 4th /71~~
No 2 Written March 4th /71

George L Bowman's Journal Kept for
his own use. It is also for Celia to look at if
she pleases as I shall sometimes make mention
of her in it as I shall make mention of her on
the commencement of each 4th week or month
from the date we left home. Also making men-
tion of those things which occur on board the
ship which is worthy of notice. Observing the
date of the different places we make also departure
from them. The number of times we see whales the
boats which strike & sometimes the year which they
There will also be found the number of the letters I
send this voyage & also those which I receive page 170.
Celia I want you to peruse this journal way through as there
is some notes I wish you to read.
As far as the 150 page was written while I was on board
of the Bark Albion & then comes the Ship Europa
[illegible] as well as page 154. page 40/70. and then there is a good
many more dates previous to these I wish for you to peruse, for instance
page 107th 108th & 112th 113th & all along there where there is long day
work. these are to attract your attention. My bill in the Europa will
be found on page 290th page
Page 216 gives the No of sails we saw coming
home in the Europa

George L Bowman. Dr. To Bark Albion

February 13th /68		
St Nicholas Cape de Verde to postage on one letter.	$	
to U S America. 50cts		50
March 28th. To one straw hat		
October — /68 " " " "		
Nov 13th " Cash £s (Bay of Islands) English sovereign	0 5	00
Nov 27th to two postages to U S. 12½cts 25	~~05~~	25
The St Nicholas postage has been brought forward to my		
cash bill in the Bay of Islands (on the Cape. Bark Albion)		
Dec /68. To two yds of blue denmins		
Jan 11th /69 to 2 lbs [illegible] little [illegible] 25cts		50
February 19th /69. to two lbs of Tobacco		
May — to Bay of Islands cash one sovereign	0 5	00
July 3rd Postage on one letter sent in a Topsail Sch 24cts		24
Sept 7th to lbs of bar oil soap		
" 20th /69 One Skein of yarn.		
Oct 5th to one Pabin		
" 28th " two yards of Denings		
" 30th " two ~~lb~~ lbs of Tobacco		
Dec 10th " to Three letter postages from Chatham Island 25cts		75
January 1st /70 ~~three~~ one lbs of yellow Soap		
" 8th /70. Cash £20		

Note, The above sums of money I have charged in dollars & cents. which in fact I drawed in English currancy £. s. d. (S E) pounds. Shillings & pence, The last £20 I gave a note of $100. agreeing to pay the Exchange which was at home on the 8th of June /70. with interest. I have refered to this Note on page 148

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Date Of different places as made durin
The [illegible] in the Bark Albion Capt Thomas

Sailed from New Bedford December 25th /67
Made the Cape de Verd the first time January 31st /68
Arived at St [illegible] Cape " " " Feb 13th
Arived at Brava " " " " 15
March 6th Passed the Island of Trinidad
May 10th passed the Snares " New Zeland
May 14th Laying to the windard of Chatham Island
Raised the Chatham Island the first time May 15th /68
First whale at Pitts Island [illegible] of the Chatham Islands) first time May 22nd/68
" " " " " Second time June 11 (Brother Henry birth day
Arived at the Bay of Islands first time Nov 6th /68
Sailed from the " " " Nov 19. left again Nov 27th
Arived at Pitts island December 18th
January 11th /69 touched at Pitts island for Potatoes & Wood obtained a few
" 23rd " " " " " " " " " "
Arrived on the French Rock ground March 1st 69.
Arived at Bay of Islands Second time May 14th 1869
Left the Bay June 3rd Ship St George we left the [illegible]
Arived at [illegible] July 11th. Left on the 18th /69
" " Feejee Aug 11th /69 Sailed August 29th
" on Chatham Island whaling ground (44) Oct 23rd 69
" At Pitts Island Nov 6th 69.
December 9th At the large Island (Chatham Island) getting Potatoes
Jan 24th /70 At Pitts Island after Potatoes & fresh meat
March 14th " " " " "

Arived at Bay of Island June 4th /70
Ship Europa Capt [illegible]
Sailed from Bay of Island June 16th /70
Norfolk Island June 27. left on the 29th
[illegible] Arived July 26th /70. Sailed. Sailed Sept 27th /7
Arived at the Balenia Reef [illegible] October 3rd/70 Sailed Oct 17th/70
[illegible] Nov 14th /70 sailed December 17th /70
Bay of Island N.Z. Arived March 21st /71
Sailed from Bay of Island for Home April 11th /71
Passed Cape Horn May 1st /71

Waist Boats Whales J. Hill

Struck First whale Oct 7th 68 (Sd) Sperm ~~Second~~ First Whale

Struck March 4th /69 " " Second " "

" Feb 10th/70 Third whale, cut line " " " " "

" " 17th " Fourth Whale B Boat Killed, lost his head, & small

" March 29. Fifth Whale, & drained, then the Bow Boat struck him & ~~[illegible]~~ capsized. "

" April 23rd 6th " Lost his head. Body turned up about 86 turned down 78.

Bow Boats Whale D. Carrington

January 9th/70 B.B. had a whale missed
March 29th/70 " " Struck first whale capsized us at the whe
" 30th 2nd Whale B.B. Iron drawed " " " " "
April 1st 3rd " B.B. Run bad to windward spouting good blood took [illegible]
" 12th 4th " B.B. Sounded heavy & drawed & my [illegible]
" 15th 5th " B.B. Run quick for about 1½ half hour & then took the line

x 127. 129 $\overset{9}{132}$ $\overset{14}{134}$. 173 114. 142,

8 11/68

A list of letters I have received this voyage at Bay of Island Nov
Celia No 1. 2. 3. 4. 5. X 7. Received Nov 8th/68 in Bay of Islands
No 8 received December [illegible] at Pitt Island No 9 [illegible] [illegible] [illegible] No 6 received April 2nd/69 per Bark Napoleon Bay of Island March 14th/69 received No 10 on the 15th
on the 16th No 11. 11 2nd 12, [illegible] 30 received No 15. received No 14 at Pitt Island [illegible] 69
& May 8th/70 received No 27, [illegible] Pitt Island per Bark [illegible] Letter received June 4th & 6/70 Bay of Islands No 13, 16, 17, 19, 20, 21, 22, 23, 24, 25, ~~26~~ 27, 28, 29
[illegible] 6th No 30 [illegible] [illegible] No 31 received November 21st/70 [illegible]
received No 35 Bay of Island March 21/71 received No 32 33. 34 36 37 38

Nov [illegible]/68
Henry T Bowman No 1 No 2 April 2 by the Napoleon June 4/70 at Bay of Island by Live Oak

Annie M Ruggles Napoleon
Joseph Bowman per Napoleon
May 8/70
Lizzie A Marble 1 No Bay of Island June No 2 Bay of Islands /70

Solomon Bowman Several
Huldah S Bowman
B S Bachelter 1
William Marsden 1

Horace Wood
~~Horace~~ Wood Nov 1st 69 Received it at Pitt Island.
On April 2nd per Bark Napoleon I received Sixteen letters some of them was those that Mr Wilds had received & others was directed to me. I think Eight of them was directed to me. some of the letters had arrived [illegible] the house after I sailed. these was all forwarded to me
Celias Letters No 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 11 2nd. 12. 13. 14. 15. 15th 16 . 17 . 18
19 . 20 . 21 . 22 . 23 . 24 . 25. 27 . 27 2nd. 28 . 29 . 30 . 31 . 32 . 33 . 34. 35 36 . 37 .
38

Sperm Whales seen by the Bark Albion

& who raised by the following persons

January 6th 67. First time seen. Raised by [illegible]

[illegible] Latitude 35.12 N. Longitude 47.36 [illegible]

July 29, 67, 2nd time. Raised by John Silvey

Latitude 25.57 S. Long 175.47 W

Aug 24th 3rd time Raised by the Bark Northern Light

Latitude S, Long W

Sept 7th 4th time Raised by John Silvey Lat 25.02 S

Long 171.00 W

Lat 25.40 S Long 171.00

Sept 15th 5th time " " Capt Thomas. Struck the first one

" 17th 6th " " " Frank Antone } Latitude 24.40 S

Latitude 24.40 S Longitude 170.50 W } Longitude 170.50 W

Lat 25.05 S Long 175.50

October 7th 7th " Raised by G L Bowman. Albion 2nd Whale

Latitude 25.06 S Long 173.54 W

October 23rd 8th time. Raised by ~~Mr Hand~~ & John Benard. Alb 3rd whale

Latitude 26.15 S Longitude 176.00

4th Whale

Dec 9th /68 9th time, Raised by Mr Carington 45 S, 176.00 W

Long 178.42

March 1st /69 10th " " " McGill from of the M. T. yard. Lat 33.50 S

March 2nd " 11 " " " " Capt Thomas 33.36. 178.40

Latitude S Long

178.10 East 5th whale

March 4th 12 time Raised by Mr Carington Lat 33.50 S

" 10th 13 " 33.34 " 178.00 E Cowen Long ~~178.00~~ E

Lat 33.34 South Long 178.00 E

March 11th 14th time. Raised by Harry Smith

Lat 33.34 S Long 177.35 E

April 9th 15th time Raised by Capt Thomas Lat 33.30 S Long 179.32 E

Europa

May 2nd Saw a ship whaling Latitude S Long E

" 3rd Saw the Japan's boats fast

Saw two Bark cutting Coal & [illegible] Lat 32.24 S Long 179.00 E

6th Whale

April 20th 16th time Raised by Mr Teel Lat 32.30. Long 178.40 East

August 2nd 69. 17 time, John Benard raised a [illegible] Lat 26.14 S Long 176.40 E

Sept 19th 69, 18 time Raised by George L Bowman Lat 25.54 S. Long 177.31 E

" 7th " 19 " " " William H Hand " 33.54 S Long 179.37 E

" 4th " 20 " " " Edward Cowen 33.39 179.37 E

" 21st 21 " " " W. H. Hall. Lat 43.05 S. Long 176.05 W

44.33 176 12

" 27th 22 " Raised by Edward Cowen [illegible]

" 14th 23 " " " W. H. Hall. [illegible] bearing [illegible] about 177 [illegible] 12 miles

44 40 176 25

B 29th 24 " " " John Benard. [illegible] bearing [illegible] 12 miles

" 1st 25th time " " Capt Thomas [illegible] at [illegible] 14 miles

Jan 1st 70, 26th " " " Mr Hand [illegible] bearing at [illegible] 12 or 14

" 7th " 27th " " " Bark Clara " "

" 8th " 28 " " " " Cabinsgotea " [illegible] 25 miles [illegible]

Sperm Whale seen by Bark Albion, when and where raised, & by whom, Number brought forward from preceding ~~[illegible]~~ page)

Jan 30th/70. 29th time Raised by Owen & H Smith W by N. 20 miles distant Lat 44.28 [illegible] 176 .08

Feb 5th " 30th " " " G L Bowman jr raised [illegible] 44.26 174 95 [illegible]

" 10th " 31st " " " E. J Cowen " 44.29 " 174 50 " W. 100 [illegible]

" 17th " 32nd " " " G L Bowman " "

" 24th " 33rd " " " G L Bowman

" 25th " 34th " " " Andrew Baptista Lat 44.41 S. Long 174.41 West

" 26th " 35th " " " G L Bowman Lat 44.50 S. Long 174.38 West

March 6th 36th " " " Edward A Cowen, Lat 44.05 S Long 174 26 West

" 11th 37th " " " G L Bowman Lat 44.56 S. Long 174.40 W

" 16. 38" " " " G L Bowman Lat 44.31, S Long 175.29 West

" 14th 39th " " " John Benard. Lat 44.26. S Long 174.10

" 14 at 8 A.M. 40 Mr Hall raised a whale going to the windward but did not see him again so I suppose we [illegible] twice in one day for the ones in the morning went quick to the windward

March 29th 41st time Raised by Benjamin Peterson (passage Boy) as he raised whale but Carl Smith raised the whale we struck Latitude 44.26 S Long 174.13 West

March 30th 42nd time Raised by Jim [illegible] " " 10 "

" 31st 43rd time Raised by G L Bowman 44.32 S. Long 174.34 West

April 1st 44th time Raised by Isaac [illegible] Lat 44.51 S Long

" 5th 45th " " " Mc Gill Lat 44.33 S Long 174.17 W

" 11th 46th " " " G L Bowman Lat S Long West

12th 47th " " Mr Carington Lat S Long West

at 5 P.M. on the same day Mr Hall raised another one

" 15th 48th " " Joseph Silvia (Boatsteer Lat 44.40 S Long 174.46 W

" 17th 49th " " Mr Keller Lat 44.20 S Long 174.07 W

" 23rd 50th " " Mr Carrington Lat 44.28 S Long 174.29 W n bark Albion South Pacific Ocean August 2d 1868

uring the last 4 or 5 years I have dream a dream, which has been nearly the same thing. I do not pretend to be a prophet or nothing of the sort. But some of my predictions have been fulfilled. I believe the day will come when the Friend Society will have singing in their First day schools I think I have dreampt of it twice this voyage and at as many as three or four times last voyage, I used to see Aunt Bill in my dreams. but have not seen her this voyage. they seem more like a reality than a dream George L Bowman

Aug 19th 68 dreamed the same dream over again saw Aunt Bill again to see her voice did not sound natural, but heavenly. I saw also Caroline Dillingham there. I did not seem to know Aunt Bill but [illegible] told me it was her. I thought I said my dream has come true. the hymn we I had never heard before. they had books but seemed to have them committed to memory. the tune was very familiar G L B

Aug 9th /70 Dreamed the old dream over to night. saw Aunt Billy [illegible] [illegible] it was a wedding. Saw four playing on musical instruments, [illegible] Prince Moon & R. G. Bowman dont remember the rest. the Bride was very fashionable dress

A List of the Officers name in Bark Albi

William H Hall.	First officer	Brooklyn N Y
George L Bowman	2d "	West Falmouth Mass
Jones Kelly	3d "	
Daved Carrington	4th "	Long Island N Y
Fernandez	Steward	Cape de Verde Islands
Benjamin Blossom	Cabin Boy.	Mattapoisett Mass
William Leonard	Boatsteer	
Edward F. A. Cowen	"	Mattapoisett Mass.
Isaac Nansett	"	Cape de Verde Island
	"	Cape de Verde. Deserted at St Nicolas
	Cook	" " " "
William B Anthony	Seaman	New Bedford Mass
Henry Smith	"	Providence R. I.
John Green	"	Dartmouth. Mass

G. M. CUNHA